

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

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THE PRESS ON "SEAFARING."

On Saturday was issued the first number of SEAFARING, a penny weekly journal devoted to the interests of the seafaring class. The want of some independent medium for the expression of seafaring opinion has long been felt, and this want the new journal will, in all probability, adequately supply. The present number is full of such news as must render it welcome to nautical men, and is besides ably and smartly written.—*Morning Advertiser*, July 9th, 1888.

We have received and perused with much interest the first number of a new Saturday journal entitled SEAFARING. As its name implies, it is an organ devoted to the interests of that class which is the backbone of our commercial prosperity as a people, and, as far as can be judged from a first issue, the new venture promises to do good service for those in whose special behoof it is started. Unlike the majority of class newspapers it is brightly and pleasantly written, and contains much that is sure to command the interested attention of the general reader. The muse of verse-writing is pretty extensively invoked in the number before us, the editorial programme is frankly put before the public, and several of the prose "yarns" are very readable. SEAFARING looks as if it meant business, and good business, too, in the long run.—*The Evening News*, July 9th, 1888.

SEAFARING is the title of a new organ of the seafaring class, which is to be published weekly by Mr. Victor G. Plarr, at 150, Minorities, London. We do not know of any journal which occupies the ground—or sea—intended to be covered by this new periodical. It is racy of the ocean, and is intended more for the fore-castle than for the cabin, but yet there will be something for both, and something also for those who "follow the sea" only with their eyes—and hearts—from the land. The object of the publisher is to furnish "a fair and fearless organ in the press" for the seafaring community. It will advocate the interests of seamen, but is in no way intended to set class against class, and it will be "as largely as possible written by hands which can wield a marlinspike as well as a pen." And where it does not instruct SEAFARING promises to amuse, for it means to be "a

lively paper." The first number, we are told, has been rather hastily got up, but it is full of interesting matter, and has also plenty of jollity. Notable among the contents are some graceful verses, "The Message of the Sea," by Gordon Gun, formerly of Glasgow.—*Glasgow Herald*, July 12th, 1888.

YARNS.

II.

PAT AND THE PASSWORD.

BY THE MIDSHIPMITE'S MOTHER.

Fifty years ago I was at Portsmouth as a young girl visiting the family of the Governor of the Naval Hospital at Haslar, and so in the midst of naval society there; and many amusing incidents came to pass in those old days. The governor, whom I will call Sir Edward, was quite one of the old school. He had sailed under Nelson, and having been one of the Agamemnons, was to old age a most amusing companion, and could tell delightful stories. He was also very proud of his curls of grey hair that fell in little ringlets by the side of his ears, for the old Agamemnons never had these ringlets cut off unless they had been punished, and so I never think of him without remembering his pride in his side locks.

One night in early autumn we had been over to a ball on the other side of the harbour at Southsea Common. We used to get our orders from Sir Edward as to what time we ought to return to the boat, and woe be to us if we kept him waiting. On this especial night he told us to be sure not to be later than a given time, for the tide would run down fast at the ebb, and we should be stranded on mud banks unless we just saved the requisite time to cross.

So we separated, he to play whist and talk to old admirals, and we young ones to dance. We were true to our time, or very nearly so, and started in an open boat to row across to the Gosport side. It was a moonlight night, but there was a mist on the water, and Sir Edward swore a bit about our being late, for the mud banks began to show, and the men had to pull fast to get the boat's nose up to the bottom of a steep flight of wooden steps that led to part of the fortifications. Usually we landed at wider and more frequented steps, but to-night we had to make haste, and saw, notwithstanding the dazzling moonlight through the mist, how much mud bank was uncovered. We were just preparing to land when a sentinel made his appearance at the top

of the steps. He was new to his work, but very zealous.

"Give me the passwords," he shouted, in the most Irish of accents; "devil a foot you shall put on shore without you give the passwords."

We all looked at each other and laughed, for the knowledge of the passwords was beyond us. It was popularly supposed Sir Edward himself gave them out. But he never did. They were decided on in some central office, and sent round to each resident officer's house under cover, and as we were well known we very rarely looked at them. But now what was to be done? We set to work guessing.

"Nelson and the Nile," we shouted.

"Tunder and o'ons, no!" roared the sentinel.

"Then Nelson and Trafalgar."

"By the holy St. Bridget, no!"

Time was getting on, and the water ebbing away.

"Wellington and Waterloo," we tried, still hoping to hit upon it.

Sir Edward grew wild and thundered at the man, "I'm the Governor, you fool. What do you mean by it?"

"Governor or no governor, if you land without the passwords, I take you prisoners."

So, after a war of words, Sir Edward sprang on to the steps, and we subsided in the open boat, now much tilted to one side, but safe on the top of the mud-banks and pushed as near the steps as the sailors could get her, to wait the result of his imprisonment, for he was marched off to the guard-house. It was getting late and cold, and it was trying to sit there and see nothing. But we heard shouts of laughter proceeding from the guard-house near when Pat had rendered up his prisoner. Some time passed, and Pat paced up and down quite ready to take others of us prisoners if we could not give him the passwords. But faithful as he was he was much amused at our position, and we saw him grinning each time he paced to and fro. At last we heard voices and steps, and some of the military officers came to our rescue. They brought a plank, and it was laid from the lowest step across the mud, now much drier than at first, for little streams of water flowed from it continually to the edge of the boat. It was nervous work walking along it, but the sailors held the oars as railings, and the soldiers held out helping hands to aid us three girls to disembark. And so we got safe on shore at last, and heard the words that cost us so dear; and we could not help laughing, cold and tired out as we were, for they were so appropriate to our case, being "Mud and Fog."

IN THE DOG WATCH.

BY ALL HANDS.

On closer inspection, the story of the sailor who was picked up swimming from his persecutors by a passenger steamship in the Channel begins to show very shaky symptoms. It appears, in the first place—and we have our information on very high authority—that he was an ordinary stow-away, who as such could hardly expect to escape a few “clouts on the side of the head” at the hands of those who burrowed him out. Then add to this the fact that his Consul found it hard to believe his story, and the “exciting scene” of the evening dailies somewhat loses colour.

The latest “Enoch Arden” story—with a difference—comes from Dublin. Just eight years ago a young engineer of that city deserted his bride—who is described as “amiable and lovely”—through some misunderstanding on the wedding-day. He took steamer to Liverpool, and nothing more was heard of him till the other day, when he turned up to find the abandoned one on the eve of espousing “another.” He had spent the interval in New Zealand, and had made money, which he now desired to share with his wife.

According to the teller of the tale, the lady “strangely enough felt all her old love for him revive.” A cynic might shrug his shoulders at the “strangely,” in view of the returned wanderer’s prosperity, and ask how it would have been had he re-appeared in a full suit of rags. We, however, who are not cynics, will decline to see anything in the story that is not idyllic—though the “other fellow’s” share of the idyl does not strike one as particularly gay.

The average British “dog story” bears a strong family resemblance to the average Yankee “snake yarn”; but the latest anecdote of the former description deserves enshrinement in these columns, for reasons which will presently appear. We learn that a few weeks ago a Greenock gentleman sold to a Donegal farmer a valuable collie dog, which was forthwith conveyed to Ireland by its new owner. The other morning, it is said, the dog turned up at its old home, and inquiry revealed that it had made its escape from the farmhouse, travelled to Belfast, “and in some manner got on board the right boat, and so was brought to Greenock.”

Now, that is a story which *ought* to be true, and which, whether true or not, ought to be placarded on every passenger wharf in the United Kingdom. It might have the effect of shaming a certain class of the travelling public out of their present practice of making the seafaring man’s life a burden to him by reason of their idiotic questions. If a dog can find his way about in this manner—and we will take our oath the collie asked no questions—surely a human being may be expected to show at least an equal amount of sagacity.

The next time M. P. Villars, who has been contributing to the *Art Journal* a series of literary and pictorial sketches

under the heading, “A Foreign Artist and Author in England,” visits Liverpool he will do well to preserve a strict *incognito*. Otherwise he may chance to pay the penalty occasionally enacted from the too candid, not to say captious, critic. In his current contribution, dealing with the city on the Mersey, he says of the crowd assembled after dark in the neighbourhood of Lime-street, that “it would be difficult to find in any civilised country a more bestial set of human beings, among which (*sic*) one feels as unsafe as in the midst of a wild African tribe.”

“Drunkenness, debauchery, unruliness are rampant,” proceeds M. Villars, and, he adds that after the public-houses, theatres, and music-halls are closed “the scene becomes perfectly hideous; men and women, half dressed, quarrel and fight, exchanging blows and curses, and making the street impassable and dangerous. At the street corners vendors of fried or boiled potatoes prepare and cook them in a movable kitchen on wheels drawn by a horse.” The last time we were in Liverpool the potatoes were neither boiled nor fried—they were baked; but this may be allowed to pass.

The curious point is that M. Villars appears to regard the potato traffic as something equally reprehensible with the drunkenness, debauchery, and unruliness. Thersites, in *Troilus and Cressida*, talks of “the devil luxury with his potato finger”; and, between ourselves, there is a considerable flavour of Thersites about our Gallic “artist and author.” At all events, a Liverpool Patroclus, in want of a fillip, might appropriately invite him to “come in and rail.”

A gallant rescue from drowning is reported from North Queensferry, the rescuer having been Mr. Sheriff Gillespie, who, seeing a boat capsize, swam out right pluckily, “accounted as he was,” to the aid of its crew. A Scottish sheriff, it may be necessary to explain, practically answers to an English County-court judge; and one seldom associates such magnates with ideas of life-saving. Let us hope that Mr. Gillespie’s action was not prompted by cynical motives connected with the old saw concerning persons who were not born to be drowned.

The members of that important body, the Clyde Pilot Board, have been greatly exercised over certain evidence recently given by two Clyde pilots (Mr. McMillan, of Glasgow, and Mr. Allan, of Greenock) before the Pilotage Committee of the House of Commons, and a special meeting of the Board was held on Monday to consider the matter. The alleged inaccuracies in the pilots’ evidence referred chiefly to the composition of the Board, to the management of the pilots’ fund, and to the jurisdiction over pilots charged with various offences.

With regard to the first point, while Messrs. McMillan and Allan stated that there was not a single nautical man on the Board, it is now pointed out that one member (Captain Clink) is a retired master, and that all the others are “largely engaged, directly or indirectly, in the management of ships.” The history of the pilotmaster, who was described

before the Parliamentary Committee as “a retired grocer,” is now given as follows:—“The pilotmaster served his apprenticeship as a carpenter; then he was several years at sea, retired on account of ill-health, and took a grocery shop, afterwards connecting himself with some of the tug-boats, and ultimately being appointed pilotmaster.”

We have not space to go into the questions of jurisdiction and the pilots’ fund; but we are bound to say that, while Messrs. McMillan and Allan appear to have been guilty of some exaggerations and inaccuracies, the Clyde pilots seem to have reasonable grounds for dissatisfaction. We shall suspend judgment, however, till we hear whatever else there is to be said on both sides of the question.

Last Saturday Messrs. A. Stephens and Sons launched at Linthouse, on the Clyde, a screw steamer named the *Kentigern*. The vessel when she entered the water had her engines in and steam up, and she was immediately taken to one of the large cranes, where she received her masts. At midnight on Sunday the loading of coal was proceeded with at the General Terminus, and on Wednesday the steamer sailed, with a cargo of 4,000 tons, on her maiden voyage to Alexandria. But for the intervention of Sunday the performance would, of course, have been more expeditious still.

On Saturday, the 28th inst., an interesting ceremony will take place at Govan, where are situated the well-known ship-building and engineering works, formerly associated with the name of Elder, and more recently with that of Sir William Pearce. The Marquis of Lothian, Secretary of State for Scotland, will on that day unveil a statue erected by public subscription to the original John Elder’s memory. Other representatives of the Scottish nobility are expected to be present, and as the day on which the ceremony takes place follows the meetings of the Institute of Naval Architects at Glasgow, a large and influential gathering of naval constructors is likely to be present, while the townsfolk themselves will have a trade procession, and otherwise make holiday in honour of a distinguished and, withal, a good man.

Who originated steam navigation? Such is the interesting question which a writer in the *Glasgow Herald* sets himself to answer *apropos* of one department of the antiquarian collection now on view in connection with the Glasgow Exhibition. Henry Bell, with his *Comet*—which began to ply on the Clyde in 1812—is, of course, out of court, and, after patient and impartial investigation, the writer referred to unhesitatingly decides the claim in favour of Mr. Patrick Miller, of Dalswinton, Dumfriesshire, who, in October, 1788, experimented with a small steamer on Dalswinton Loch.

Mr. Miller expended a fortune of 10,000 guineas on his experiments, and he was assisted in them by his sons’ tutor, Mr. James Taylor, and by “an ingenious mechanic” named Symington, the latter of whom died in London, “disappointed, neglected, and poor,” in 1831.

SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LIVERPOOL, JULY 12TH.—The following are the rates ruling here for the places named :—

	Steamers.	Sailing Ships.
Calcutta, East Indies	3 0 0 Sailors	} 2 10 0
Australia, South Africa	3 10 0 Firemen	
China, Brazil	2 15 0 Seamen	
West Indies	3 10 0 Firemen	
United States and Canada	3 10 0 Seamen	For Cargo Boats
"	4 0 0 Firemen	
"	4 0 0 Seamen	} Mail Boats
"	4 10 0 Firemen	
Mediterranean	3 0 0 Seamen	
"	3 10 0 Firemen	
Baltic	3 5 0 Seamen	
"	3 15 0 Firemen	
San Francisco, S. America, Oregon		2 10 0
St. John, N.B.		2 10 0
West Africa	2 10 0 Seamen	
"	3 0 0 Trimmer	
"	3 10 0 Firemen	
Galveston	3 5 0 Seamen	
"	3 15 0 Firemen	
Valparaiso	3 0 0 Seamen	Pacific Co.'s
"	4 0 0 Firemen	Mail Steamers.
Cape de Verdes ..	3 0 0 Seamen	
"	3 15 0 Firemen	

The outward Department of the Liverpool Mercantile Marine Offices has been fairly brisk during the last week in signing on crews, amongst the vessels being several large sailing ships for Calcutta, Melbourne, and Singapore, at £2 10s. per month.

LEITH, July 12th :—The wages here are :—

Steamers, home and foreign : Seamen £3 10s., Firemen £3 15s.—Sailing ships : Seamen £2 10s. to £2 15 for southward.

BELFAST, July 13th :—The wages here are :—

Sailing ships (North America) : £3 Able Seamen. Sailing ships (North America), £2 10s. Ordinary seamen. With a months advance.—Steamships, £3 10s. Able Seamen. Steamships, £4, Firemen.

PLYMOUTH :—The wages of seamen here are :—

To Quebec, £3 per month. On the coast £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

SUNDERLAND :—The rates here are :—
Steamers, £3 15s. Od. Seamen. Steamers, £4 Firemen.

S. SHIELDS, July 12th :—Wages here :—
Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen ; weekly wages, £1 8s. Od. Seamen (finding own food).

NEWCASTLE-ON-TYNE :—Wages :—
Steamers, £3 10s. Od. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen ; weekly wages, £1 8s. Od. Seamen (finding own food).

HULL.—Wages here :—
Steamers, £3 to £3 5s. Seamen.—Sailing Ships : £2 10s. Seamen.

DUBLIN, July 13th.—The rate of wages in this port is as follows :—

Deep sea voyages, £2 10s. per month, with usual allotment.

Channel steamers from 25s. to 27s. per week.
Runners to Cardiff or Newport : sailing, £2 10s. ; towing, £2.

Liverpool, 25s., either towing or sailing.
London, £5 sailing, £4 towing.

BRISTOL.—The rates here are :—

	Per Month
	£ s. d.
Sailing ships for Able Seamen ...	2 15 0
Sailing ships for Ordinary Seamen ...	2 0 0
Steam ships for Able Seamen ...	3 10 0
Steam ships for Firemen ...	4 0 0

FALMOUTH.—Vessels of all nations put in from foreign ports, or for repairs, or wind bound; consequently if

seamen are shipped, they take the wages ruling on board.

LONDON, July 13th.—The rates here are :—

Steamers ...	£3 10s.	Able Seamen.
Sailing ships ...	£2 10s.	"
Weekly boats ...	£1 6s. to £1 8s.	"
Steamers ...	£3 15s.	Firemen.
Weekly boats ...	£1 6s. to £1 8s.	"

CARDIFF, July 13th.—The rates are :—

Steamers, £3 10s.
Sailing Ships, £2 15s. to £3 Able Seamen.

GLASGOW, July 13th.—The rates are (about) :—

Southward ...	£3 0 0 ...	A.B.'s sailing ships
"	£3 10 0 ...	" steamers
Westward ...	£2 15 0 ...	" sailingships
"	£3 10 0 ...	" steamers

THE VIKINGS' DAUGHTERS.

The Shetland Islands form, in conjunction with the better known Orkneys, a British county, long represented in Parliament by a succession of Liberal politicians, to whose patriotism and zeal it is far from creditable that no opportunity should ever have been afforded for a full discussion of the islander's wrongs.—*Scottish News*, June 5th, 1886.

"The workers of these northern isles called to them for help," and "were at the mercy of the local merchants, who would only make payment in kind, and often gave the most trumpery goods in exchange for hours of work over beautiful knitted articles which they would sell again at high price."—*The Countess of Aberdeen at the Sale of Shetland Knitters' work, Willis's Rooms, May 15th, 1888.*

The outrage of these poor each day
Has waited to the ear of God,
Though stifled by those tyrants—they
Who on these workers' rights have trod.

At last, O God, the cry of these,
The daughters of far Thule's isles,
Is borne across the sundering seas,
To lands where Freedom kindlier smiles;

And, sounding as a trumpet call,
Should nerve each arm to strike a blow
Against the crew who these enthrall,
And lay the sordid tyrants low.

For Thule's islands from the North
Sent seamen brave, whose blood was spilt,
As free as rain from heaven comes forth,
That England's Empire might be built.

And Thule's daughters suckled men—
Those Vikings of heroic mould—
Whose deeds are proudly blazoned when
The story of the seas is told.

The daughters of those Vikings send
You fruits of long and weary toil,
Where skill and beauty deftly blend
In many a fairy web and coil.

O, England, send them back for these
A golden shower; and pledge thy word
That, 'spite of gags and sundering seas,
Wronged Thule's daughters shall be heard.

SAILORS' HOMES

ARE ESTABLISHED AT

A MSTERDAM.
B BELFAST.
B BOMBAY.
B BOSTON.
B BRISTOL.
C CALCUTTA.
C CALLAO.
C CARDIFF.
C CORK.
D DEVONPORT.
D DOVER.
D DUBLIN.
D DUNDEE.
F FALMOUTH.
G GLASGOW.
G LOUCESTER.
G GRAVESEND.
G GREAT YARMOUTH.
G GREENOCK.
H ALIFAX, NOVA SCOTIA.
H HAMBURG.
H HAVRE.
H HOLYHEAD.
H HONG-KONG.
H HONOLULU.
H HULL.
L LEITH.
L LIVERPOOL.
L LONDON (Well-street and Dock-street)
L LOWESTOFT.
M MADRAS.
M MARSEILLES.
M MELBOURNE.
M MILFORD.
N NEW YORK.
N NORTH SHIELDS.
P PLYMOUTH.
P PORTSMOUTH.
Q QUEENSTOWN.
R RAMSGATE.
R ROTTERDAM.
S ST. JOHN'S, NEW BRUNSWICK.
S ST. JOHN'S, NEWFOUNDLAND.
S SAN FRANCISCO.
S SHANGHAI.
S SOUTHAMPTON.
S STORNOWAY.
S UNDERLAND.
S SWANSEA.
S SYDNEY.
V VICTORIA, VANCOUVER'S I.

SOME SEAFARERS.

II.

CAPTAIN COOK, THE CIRCUMNAVIGATOR.

Just as in old times before the Reformation whole peoples, under the influence of strong religious feeling, were periodically impelled to undertake crusades either against pagans in East Prussia, or against Jews in England, or Albigenses in France, or Moors in Spain, or Arab possessors of the Holy Land, so in the 16th century—in the “spacious times of Queen Elizabeth”—geographical ideas began to sway men’s hearts and minds, driving them out to face hardship and even death in quest now of an Eldorado, now of a north-western passage to the world’s treasure-house, India and the East. Hudson represents the passion for discovery at the flood. Indeed, it was not till a score or so of years after his time that the movement of the geographical crusade began little by little to ebb away and evaporate into such stuff as dreams are made of. A period came, however, during which the navy fell almost entirely under the command of gold-laced dummies from the Court at Whitehall, and where that was not the case, where the captains were sea-dogs of the stamp of Sir Cloudesley Shovel, warfare at home and abroad kept it quite sufficiently busy. The merchant service turned all their energies to the pursuit of wealth. It was only about 130 years ago or so that men again began to harbour notions as to the existence of unknown continents and undiscovered short cuts, and to take a keen interest in voyages for their discovery. George III.’s reign is particularly distinguished for the growth of what we now call public spirit. His was the age of public institutions—public libraries, public meetings, public prints like the *Times* newspaper, nay, even jubilees and centenaries all really date from his day. And this being so, it is not to be wondered at that exploring expeditions at the taxpayer’s expense became then doubly important and of far more frequent occurrence than before.

Now, the man who of all others revived the passion for discovery and rendered illustrious the geographical annals of good King George’s reign was one who was, perhaps, the greatest scientific explorer the world has ever seen. Extremely solicitous for the welfare of his sailors, kind and upright in all his dealings, whether with his fellow-countrymen or with South Sea Islanders, hardy to a fault, bold as a lion, temperate in life and laboriously accurate in mind, a good husband, a wise father, a lovable man, and yet something not far short of a slave to his public duty, Captain Cook stands out before us as one of the very finest instances of the self-reliant, self-made, self-respecting Englishman.

James Cook was born on October 28th, 1728, at Marton, a Yorkshire village. His father was a labouring man, and he himself began life as a bird-scarer at a few coppers a week. When the lad was 13 they apprenticed him to the keeper of a village shop, but somehow he got tired of tying up penn’orths of this and that, and with his master’s consent broke his indentures as haberdasher and grocer, and went to sea as fore-castle hand on board a collier. Being handy, hard-working, and very apt at figuring he soon

rose to be mate of the collier and then master of a merchant ship. But in 1755, being in the Pool below London Bridge where the press-gang were very busy, and dreading that undignified process known as “being pressed,” he became a naval volunteer on board the *Eagle* gunboat, “having a mind,” as he expressed himself, “to try his fortune that way.” Though only a foremast hand, he very soon attracted the notice of his captain, Mr., afterwards Sir Hugh, Palliser. Helped along by this gentleman, and by the member for Yorkshire—for those were the days of unlimited and often very wise patronage—he got his master’s warrant on board the *Mercury*. In her he proceeded to North America, and was of signal service to the military, who won the honours at the siege of Quebec. Under his management a flotilla of boats landed the troops near those heights of Abraham where the English conquered Canada and their gallant young general met his untimely death. It is curious to think of Cook as ordering the boats, in one of which sat General Wolfe, repeating Gray’s “Elegy written in a Country Churchyard,” and wishing to God he had composed it instead of being ferried over the midnight waters to his fate before the French stronghold. On one occasion Cook himself had a narrow escape; Indians chasing his boat in their canoes and laying hold of her stern just as she touched safe ground. But evidently he was not as yet destined to meet his death at the hands of savage men. After the Canadian expedition Cook studied for his promotion. It is interesting to note that in the winter of 1759 the great navigator first read *Euclid*, and applied himself to the study of mathematics and astronomy. In April, 1760, he became a lieutenant, and during the next six years was busy making his admirable charts of some North American waters. In 1766 he won reputation as an astronomer by his observation, when off the coast of Newfoundland, of an eclipse of the sun. Returning to England he was accordingly selected to command the expedition about to start for Otaheite in the Society Islands, an archipelago pitched upon by the then scientific world as the best place for observing the transit of Venus over the sun’s disc in 1769. Cook was further instructed to prosecute those discoveries in the South Seas which Captains Wallis, Carteret, and Byron had already partially made. The Royal Society and the Board of Admiralty both hoped that he might discover a continent in the Pacific—the continent idea was one of their hobbies, just as the North Pole idea is ours.

Cook sailed in the *Endeavour*, a vessel of only 370 tons. He was accompanied by Sir Joseph Banks as naturalist, and on this voyage, as on both the others, eminent scientific specialists formed part of the expedition. In April, 1769, he erected an observatory in Tahiti, and after recording the transit, sailed in quest of the continent. Instead of this last he re-discovered New Zealand, fixed the coasts of it on his chart, and gave his name to the strait between the islands. Thence he travelled to New Holland, by which name Australia was then known, and on April 28th came in sight of Botany Bay. It is noticeable that in the description of the voyage, written at the time, the Australian blacks are always

called Indians. “The pinnace keeping along the shore, the Indians walked nearly in a line with her; they were armed with long pikes, and a weapon resembling a scimitar (probably a boomerang), and by various signs and words invited the boat’s crew to land.” The interest of Captain Cook’s voyages in great measure depends on his discoveries of and behaviour towards new native races. Innumerable and fascinating are his descriptions of Maories and Blacks, New Caledonians and Sandwich Islanders. He, more than other discoverers, may be said to have introduced two halves of the human race to one another; and from his day dates the interest taken by our grandfathers in slave emancipation and in missions to dark-skinned races. Indeed the sense of universal human brotherhood, which did honour to the closing years of last century and the earlier decades of this, may be said to owe not a little to the great circumnavigator and his friends and crew. Strange, then, is it that he should have died under the spears of those very savages he did so much for. Taking possession of the Australian coast in the name of Great Britain, Cook sailed for New Guinea, and after some very narrow escapes he and his crew got safe home.

Once there, the grateful king raised him to the rank of captain, and again bade him go in search of a Pacific continent. This time he was placed in command of the *Resolution*, a ship of somewhat larger tonnage than the *Endeavour*, and with him went a smaller vessel called the *Adventure*. Traversing the southern hemisphere he sailed nearer to the South Pole than any previous explorer, and then running up into the great Pacific, still in quest of his continent, he discovered New Caledonia and fixed much that the charts had left uncertain. He in fact navigated the whole of the Southern Tropic from Easter Island to the New Hebrides, and then, after a final attempt to find mainland, returned to England, where he was at once made post-captain, and became a member of the Royal Society besides being elected Captain of Greenwich Hospital.

Government now gave up the idea of finding extensive mainland in the Southern Pacific, and turned its attention to the discovery of a north-west passage. Cook volunteered to conduct the expedition, and he and Captain Clerke were forthwith placed in command of two well-equipped vessels, the *Resolution* and the *Discovery*. The glowing descriptions given him of the advantages which would result in case a north-west passage were discovered had in fact quite overcome his doubts, as they have those of many another nautical hero, and he left his comfortable berth at Greenwich without a murmur. Sailing from the Nore on June 25th, 1776, the two vessels cruised for a long while in the South Pacific. Several small islands were as usual discovered, and Cook did not set sail for the north till January, 1778. Leaving the Friendly Islands, where he had wintered, he discovered a group which he called the Sandwich Islands, in honour of the Earl of Sandwich, who took an extreme interest in the expedition. Bearing up for the American coast, he tried to find a passage in the direction of what is now known as Cook’s Inlet. Then sailing for Behring’s Straits he found himself opposed by the

impenetrable ice of the Arctic regions. But he did much useful work, and his share in the expedition was by no means void of results, though he, of course, failed to effect a junction with the men who had been sent to meet him from the Atlantic side of North America. Returning to winter at the Sandwich Islands, he discovered first Mowee and then Hawaii, the scene of his death.

It is scarcely necessary to repeat the story of his last days, so well known is it. On February 11th, 1779, the *Resolution* put into Karakakooa Bay in order to repair the foremast, the fishes round it having sprung. The priests of the Hawaiians were friendly to Cook's people as was their king, Terreeoboo. But the warrior chiefs, or Earees, were fractious and suspicious. It was the old story of Church opposed by civil power. Often the priests managed to protect the white strangers by "tabooing" the places where they camped and worked. Often, again, the warlike chieftains succeeded in stirring up a dangerous spirit among the dusky strangely-tattooed multitudes they were in the habit of leading to battle. Then some act of hostility would make it necessary for a seaman to fire his musket over the head of the aggressor, or, if that failed, hostages were seized and kept aboard till peace could be secured. On the present occasion, as the *Resolution* and *Discovery* dropped anchor in the bay, all was still as death. Here and there only a canoe crept close in shore as if afraid to face the open sea. The priests, however, reassured the party from the *Resolution* by telling them that the king had gone away and left the bay under "taboo." Then sticking their long wands into the earth so as to form a sacred enclosure round the carpenters at work on the mast, they began to show all their old friendliness.

In the evening, however, several chiefs assembled near the beach and prevented the natives from helping roll the casks which the watering-party from the *Discovery* had come in quest of. This was the beginning of trouble. The rest of that day and some of the ensuing night were consumed in squabbles, which arose out of misunderstandings between the sailors and the natives, the latter throwing stones, and the former laying about them with oars or firing, as of old, over the enemy's head. Next morning being February 13th, it was found that the *Discovery's* cutter had disappeared in the night. In order to regain her, Captain Cook went ashore with a party of armed marines, having previously posted boats full of seamen so as to form a line across the bay, and prevent any natives escaping. Marching towards the royal village of Kowrowa, Cook was as usual received with the utmost marks of respect. The people prostrated themselves before him, and made their customary offerings of small hogs. The fact was, the plot against him, if indeed a definite plot there were, only extended to a certain fraction of the population: the great mass still regarded him as a sort of god, and worshipped him accordingly. Cook had determined to make a hostage of old King Terreeoboo till the cutter should be again forthcoming. And he had so far succeeded in his design that he had got the old man and his two sons into the pinnace on the plea of spending the day

with him aboard ship, when Kaneekabareea, the boys' mother and one of the king's favourite wives, came wailing down to the shore, and entreated the king not to go. At the same moment two chiefs dragged him ashore and made him sit down. A huge crowd now collected, attracted by the excitement, and the firing of some great guns at sea. They crowded round their monarch as he sat by Captain Cook's side, and noted the old fellow's expression of abject anxiety. But they showed no signs of violence. Indeed, Cook might have got safely off—he had, in fact, begun to walk unmolested towards his boat—when news arrived that the crews, which had been firing at canoes in the bay, had killed a chief of high rank. Immediately the women and children were packed off, the men put on their war-mats and armed themselves with spears and stones. One of them came up to the captain and threatened him with his pahooa, or iron spike. The captain fired a charge of small shot at him, which, not penetrating his mat, only irritated him the more. A general skirmish now began, Lieutenant Phillips was nearly stabbed, and Cook fired his second barrel, loaded with bullet, and killed a man. Stones were now hurled, and the natives were not beaten back by a discharge of musketry from the marines, stationed at a little distance from Cook, and from the boats in the bay. Before anyone had time to re-load the natives broke in on them with wild yells. Then all was confusion and death.

Four of the marines were cut off on the rocks and killed at once; three more were dangerously wounded. The last time Cook's tall figure was sighted he was standing on the water's edge, calling to the boats to cease firing and pull in. But before that could be done he had fallen forwards, stabbed in the back, and been dragged inland, where a hundred daggers were seen madly raised in the air above the confused throng that hid him from view. It was that order to the boats which was fatal to him, for so long as he had faced the natives they had not dared offer him any violence.

Thus fell the hero of South Sea Exploration! In the midst of beautiful scenery where the air is always balmy and the verdure is that of paradise, died Captain Cook, slain by the natives he had always treated so humanely.

Yet the Hawaiians were, perhaps, after all, not so graceless as the more civilised Europeans. For it is recorded of them that for years and years they kept Cook's larger bones as sacred relics, and worshipped his memory as they would a god's. We, on the other hand, allowed a French scientific society to celebrate his centenary in 1879, and did not build him a monument near the place of the murder till within a few years of that date. It was indeed not till 1874 that a serious inscription took the place of the injunction to "give this a coat of tar," which since 1839 had rendered ludicrous the rude memorial to him in Karakakooa Bay.

A FOG, one of the densest and of the longest duration ever known, prevailed at Gibraltar on Monday. The steamer *Glendevon* was ashore on Europa Point. The steamer *Resolution* had arrived with her starboard bow considerably damaged. The steamers *Lion*, of *Belge*, and *Earl Dumfries* were ashore off the Spanish coast.

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ABERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

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E. ASHCROFT, Proprietress.

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HARRY F. BARTON, Manager.

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GEORGE W. CLARE, Manager.

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OUTWARD BOUND.

FROM LONDON.		
To	Ship.	Dock.
Adelaide—Ashmore, LD		
Adelaide—Barossa, EID		
Adelaide—Manlesden, SWID		
Algoa Bay—Madras, SWID		
Auckland—Zealandia, EID		
Barbadoes, &c—Atlantis (s), WID		
Barbadoes, &c—Derwent (s), RVD		
Barcelona, &c—Bilbao (s), MD		
Batoum, &c—Tenedos (s), MD		
Bluff Harbour, &c—Lochnagar, EID		
Bombay, &c—Thames (s), RAD		
Boston—Stockholm City (s), RVD		
Brisbane—Duncraig, SWID		
Brisbane—Kingdom of Sweden, EID		
Brisbane—Selkirkshire, EID		
Brisbane, &c—Chyebassa (s), RAD		
Brisbane, &c—Merkara (s), RAD		
Buenos Ayres—Haab, VD		
Buenos Ayres—Mohican, LD		
Buenos Ayres—Ranavola, LD		
Cadiz, &c—Cadiz (s), LD		
Cadiz, &c—Lisbon (s), LD		
Cairns (Queensland)—New Zealand, EID		
Calcutta—Bann, EID		
Calcutta—Castle Roy, VD		
Calcutta, &c—Kaisar-i-Hind (s), RAD		
Calcutta, &c—Rewa (s), RAD		
Calcutta, &c—Robilla (s), RAD		
Calcutta—Rowa (s), RAD		
Canterbury—Mataura, SWID		
Cape Town—Astoria, SWID		
Cape Town, &c—Drummond Castle (s), EID		
Christiania—Albano (s), MD		
Fiume, &c—Envoy (s), MD		
Genoa—Aberdour, MD		
Gothenburg—Bele (s), MD		
Halifax—Mackay-Bennett (s), VD		
Helsingfors—Ania, Northfleet		
Hobart—Lufra, LD		
Hobart—Tainui (s), RAD		
Ibrail, &c—Avoca (s), MD		
Jamaica—Carib (s), WID		
Konigsberg, &c—Christian IX (s), MD		
Kurrachee—Maple Branch, RAD		
Launceston—Westbury, WID		
Marseilles, &c—Tamise (s), RAD		
Mauritius—Trossachs, LD		
Melbourne—Allegiance, SWID		
Melbourne—Auckland, EID		
Melbourne—Barcore, EID		
Melbourne—Ellora, SWID		
Melbourne—Hesperus, SWID		
Melbourne—Ivanhoe, SWID		
Melbourne—Royal Alexandra, EID		
Mogador—Empusa, STK		
Montevideo—Guldregn, VD		
Montevideo—Buffon (s), RAD		
Montevideo, &c—Hios (s), RAD		
Nagasaki, &c—Breconshire (s), RAD		
Newcastle (NSW)—Callao, VD		
New York—Cumberland, Northfleet		
New York—Denmark (s), RAD		
New York—Greece (s), RAD		
New York—Lydian Monarch (s), MD		
New York—Peacemaker, Northfleet		
Otago—Waipa, SWID		
Otago, &c—Kaikoura (s), RAD		
Palermo, &c—Vanessa (s), LD		
Pernambuco—Margarethe, WID		
Philadelphia—Avonia, MD		
Philadelphia, &c—Michigan (s), TD		
Port Natal—Bore, St K		
Port Natal—Salado, St K		
Port Natal—Umtata (s), LD		
Quebec, &c—Henri IV (s), MD		
Riga—Gozo (s), MD		
Rio Janeiro—Elida, WID		
Rockhampton—Willowbank, EID		
Rosario, &c—Plimsoll, WID		
Santos—Jacob Aal, VD		
Shanghai, &c—Ancona (s), RAD		
Singapore, &c—Seine (s), E Greenwich		
Stettin—Stettin (s), MD		
Stockholm, &c—Nautilus (s), MD		
Sydney—Bay of Bengal, EID		
Sydney—Deveron, EID		
Sydney—Merope, VD		
Sydney—Rodney, EID		
Sydney—Skelmorlie		
Sydney—Torridon, EID		
Sydney, &c—Australasian (s), TD		
Sydney, &c—Britannia (s), RAD		
Sydney, &c—Coromandel (s), RAD		
Sydney, &c—Lurline, EID		
Sydney, &c—Oceana (s), RAD		
Sydney, &c—Oroya (s), TD		
Sydney, &c—Port Phillip (s), TD		
Taganrog, &c—South Tyne (s), RVD		
Warrnambool—Abbey Town, MD		

Wellington—Orari, SWID
Yokohama, &c—Euphrates (s), SWID

FROM LIVERPOOL.		
To	Ship.	Dock.
Aarhuus—Wimburn, StD		
Acapulco, &c—Alma, KD		
Adelaide—Thorne, PD		
Bahia Blanca—W W Lloyd, AD		
Baltimore—Nessmore (s), AlxD		
Barbadoes, &c—Architect (s), HardD		
Bombay—Abana (s), Vit Whf		
Boston—Istrian (s), HknD		
Boston—Roman (s), AlxD		
Buenos Ayres—Elena, StD		
Buenos Ayres—Haakon Haakonsen, GtnD		
Buenos Ayres—Niagara, StD		
Buenos Ayres, &c—Hogarth (s), HknD		
Buenos Ayres, &c—Thales (s), HknD		
Calcutta—Alcester, ToxD		
Calcutta—Andrina, HemD		
Calcutta—Mira (s), MphD		
Calcutta—Queen of Scots, QD		
Calcutta—Victoria Regina, HbyD		
Calcutta, &c—Clan Macpherson (s), MphD		
Cape Town—Gloria, PD		
Ceara—Anne, GtnD		
Ceara—Bernard (s), BD		
Ceara, &c—Augustine (s), BkdD		
Charlottetown—Moselle, QD		
Chittagong—Prince Louis, CanD		
Chittagong—Wiltshire, BkdD		
Colon, &c—Astronomer (s), HardD		
Constantinople, &c—Morocco (s), HknD		
Constantinople, &c—Pharos (s), HknD		
Copenhagen—Kong Magnus (s), QD		
Copenhagen—Tuscany (s), B-MD		
Coronel, &c—Ville de Metz (s), BkdD		
Dalhousie—Ocean, CanD		
Demerara—Mitford, AD		
Demerara—Mora, PD		
Elsinore—Anne, GtnD		
Ensenada—Fri, GtnD		
Fiume, &c—Tarifa (s), HknD		
Fiume—Athenian (s), HknD		
Galveston—Charrington (s), B-MD		
Gefle—Alert, StD		
Genoa—Alba, GtnD		
Guayaquil—Pacific, PD		
Halifax—Doone, GtnD		
Halifax—Fortuna, GtnD		
Havana, &c—Enrique (s), Hby D		
Havana, &c—Euskaro (s), Hkn D		
Iceland—Antje Dirks, GtnD		
Iceland—Hertha, KD		
Iquique—Charlwood, SD		
Iquique—Kirkmichael, VD		
Jacobstadt—Europa, CanD		
Konigsberg—Egden, Crs'D		
Kurrachee, &c—Locksley Hall (s), MphD		
Lima—Bodryddan, SD		
Lisbon and Oporto—Lisbon, HknD		
Maranhão—Brunswick (s), BD		
Mauritius—Golden Fleece, PD		
Melbourne—Doris, SD		
Melbourne, &c—Drumcraig, WD		
Melbourne, &c—Dynamene, WD		
Melbourne, &c—Lady Lawrence, PD		
Melbourne, &c—Scottish Hills—D		
Montevideo—Caroline, CanD		
Montevideo—Minnie Burrill, BkdD		
Montevideo, &c—Bede (s), HknD		
Montevideo, &c—Dryden (s), HknD		
Montevideo, &c—Garrick (s), HknD		
Montevideo, &c—Sunbeam (s), Wel D		
Nakskov—Sirius, GD		
Natal, &c—Marie Von Oldendorp, KD		
New York—Alaska (s), AlxD		
New York—Aurania (s), AlxD		
New York—City of Chicago (s), AlxD		
New York—Nevada (s), AlxD		
New York—Truro, HknD		
Newfairwater—Gustav Metzler, CrsD		
Newfairwater, &c—Black Sea (s), GtnD		
Nordmalling—J. Bergman O:Son, CrsD		
Norrköping, &c—Edith Hough (s), B-MD		
Palermo, &c—Zadne (s), WelD		
Palermo—Zancia (s), WelD		
Penedo—Pilgrim, GD		
Pernambuco, &c—Scholar (s), BD		
Philadelphia—Camelia, BbkD		
Port Natal—Therese, PD		
Porto Rico—Amethyst (s), WpgD		
Porto Rico—Mayaguez (s), B-MD		
Quebec, &c—Lake Winnipeg (s), AlxD		
Quebec, &c—Parisian (s), AlxC		
Quebec, &c—Sarnia (s), AlxD		
Richibucto—Konoma, Crs'D		
Riga—Magda, PD		
Riiser—Lesseps, WpgD		
Rio Janeiro—Ptolemy (s), HknD		
Rio Janeiro, &c—Bessel (s), HknD		
Rosario—Ehen, PD		
St John's (NF)—Dora, GD		
St John's (NF)—May Cory, D		

St Thomas, &c—American (s), SdnD
San Francisco—Gerard C. Tobey, HarD
San Francisco—Richard Wagner, HarD
San Francisco—Thomas M Reed, B-MD
Santander, &c—Elena (s), CobD
Santander, &c—Zurbaran (s), QD
Santos—Dorthea, PD
Santos—Moland, PD
Santos—Fremad (late Peerless), PD
Shanghai—Achilles (s), MphD
Shanghai, &c—Dardanus (s), MphD
Shanghai, &c—Jason (s), MphD
Shediac—Petropolis, GtnD
Sydney—Carleton, WpgD
Sydney, &c—Glenalvon, VD
Tarragona, &c—Mannula (s), BD
Tarragona, &c—Tajo (s), CobD
Tarragona, &c—Ter (s), CobD
Tarragona, &c—Tintore (s), CobD
Tatmagouche (NS)—Prinz Regent, CanD
Valparaiso—Golden Gate, SD
Valparaiso—Cotopaxi (s), MphD
Wyburg—Minerva, GtnD
Yokohama—Moyune, MphD

FROM GLASGOW.		
To	Ship.	Size.
Adelaide—Janet Court, 996		
Alexandria—Hatfield (s), 1194		
Alexandria—Kentigern (s), 2000		
Barcelona—Shadwan (s), 993		
Bilbao—Edward Williams (s), 470		
Bombay—Armenia (s), 2218		
Bombay—Clan Murray (s), 1372		
Bombay, &c—Arabia (s), 2315		
Bombay, &c—City of Carthage (s), 1717		
Bombay, &c—Clan Sinclair (s), 1912		
Boston—Manitoba (s), 1865		
Brisbane—Durisdeer, 989		
Brisbane—Linlithgowshire, 1357		
Brisbane—Peebles-shire, 865		
Calcutta—City of Venice (s), 2201		
Calcutta—Nubia (s), 2319		
Calcutta—Roumania (s), 2207		
Calcutta, &c—Clan Macgregor (s), 1926		
Cape Town—Clan Lamont (s), 1354		
Cape Town, &c—Clan Alpine (s), 1349		
Cape Town, &c—Clan Ranald (s), 1339		
Coronel, &c—Gulf of Aden (s), 2000		
Demerara, &c—Bellmore (s), 715		
Dunedin—Helen Denny, 728		
Dunedin, &c—Margaret Galbraith, 841		
Genoa, &c—Caledonia (s), 1396		
Gothenburg—Greata (s), 304		
Havana, &c—Ardanbhan (s), 741		
Huelva, &c—Iberia (s), 675		
Jamaica—Deak (s), 992		
Kurrachee, &c—Europa (s), 2300		
Kurrachee, &c—Niagara (s), 3100		
Melbourne—Loch Etive, 1235		
Melbourne—Loch Long, 1200		
Melbourne—Loch Rannoch, 1200		
Melbourne—Loch Sloy, 1200		
Melbourne—Tinto Hill, 2066		
Montevideo, &c—Buenos Ayrean (s), 2560		
Montevideo, &c—Waldensian (s), 1407		
Montreal—Grecian (s), 2374		
New York—Circassia (s), 2770		
New York—Ethiopia (s), 2604		
New York—Furnessia (s), 3618		
New York—State of Indiana (s), 1498		
Oporto—City of Lisbon (s), 389		
Oporto—Ivanhoe (s), 599		
Oporto, &c—Minerva (s), 400		
Philadelphia—Hibernian (s), 1872		
Philadelphia—Prussian (s), 1940		
Rangoon—Martaban (s), 16		
Rangoon—Tenasserim (s), 1755		
San Francisco—City of Hankow, 1249		
San Francisco—Thornliebank, 1405		
Santander—Peveril (s), 459		
Seville—Elsa (s), 470		
Sydney—Corryvreckan, 1299		
Sydney—Don, 1115		
Sydney—Firth of Cromarty, 1450		
Sydney—Pass of Balmah, 1500		
Sydney, &c—Buteshire, 1900		

FROM CARDIFF.		
To	Ship.	Size.
Aden—Elpis, 1301		
Algoa Bay—Royal Tar, 717		
Alicante—Pepe Tono, 241		
Archangel—Dannebrog, 194		
Archangel—Georg (s), 558		
Bahia—Ankathor, 745		
Bahia—Sultana, 812		
Bombay—Castor, 2005		
Bombay—Idar (s), 2656		
Bombay—Iran (s), 2316		
Buenos Ayres—Albarga, 647		
Buenos Ayres—Ameer, 770		
Buenos Ayres—Beatrice, 747		
Buenos Ayres—Gna, 379		
Buenos Ayres—Lorenzo, 482		
Buenos Ayres—Rosa Rocca, 688		

Buenos Ayres—Saluto, 739
Buenos Ayres—Telefon, 764
Cadiz—Bivouac, 127
Cadiz—San Agustin, 1541
Callao—Carl Burchard, 543
Cape Town—Alexandria, 984
Cape Town—Ilia, 746
Cape Town—J Schoentjes, 363
Cape Town—Morning Light, 1310
Cape Verds—Marion (s), 1356
Cape Verds—Sara (s), 1056
Cape Verds—Torquois, 1356
Carlsrona—Notre Dame d'Esperance, 285
Castro—Universal (s), 865
Colombo—Earl of Aberdeen, 2132
Colombo & Madras—Clan Alpine (s), 1349
Constantinople—Trelyon (s), 968
Ensenada—Severn, 397
Frey Bentos—Anita S, 373
Huelva—Corso (s), 693
Imbetiba—Countess of Devon, 233
Iquique—Lady Penrhyn, 815
Java—City of Glasgow, 1168
Java—Janet Ferguson, 518
Leghorn—Amicizia, 418
Mauritius—Kornmo, 568
Messina—Salomone, 577
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Pernambuco—Earl of Devon, 441
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Pernambuco—Spekulation, 283
Persian Gulf—Roehampton (s), 1390
Piræus—Greystoke (s), 1377
Port Said—Cholmley (s), 894
Port Said—Jane (s), 880
Port Said—South Cambria (s), 1300, Jones, E Jones
Port Said—Wilfrid (s), 817
Port Said—Plessey (s), 1121
Punta Lara—Dora Ann, 588
Riachuelo—Uros, 606
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Rio Janeiro—County of Yarmouth, 2154
Rio Janeiro—Frank Pendleton, 1351
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Rosario—Ofir, 439
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St Lucia—Nymphaea (s), 1284
Seville—Julia (s), 439
Simon's Town—Florida, 1281
Singapore—Giuseppe S, 638
Singapore—Aldborough (s), 1517
Singapore—Strathmore, 1383
Singapore or Penang—Mou, 944
Tahiti—Erato, 641
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Bombay—Othello (s), 1934
Buenos Ayres—Lav, 1742
Buenos Ayres—Fedele, 445
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Carlskrona—Randers, 269
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Christiania, &c—Rollo (s), 1056
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Gothenburg—Orlando (s), 1031
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Ichio, Clackmannanshire, 1431
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Wisby—Antilla, 207
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Malta—Florence (s), 1576
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Montevideo—Prince Arthur, 994
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Port Said—Eddystone (s), 1312
Rio Janeiro—St Cloud, 1528
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Shipping Gazette and Lloyd's List, July 12th.

HOTEL DIRECTORY.

LIVERPOOL.—PRINCE OF WALES HOTEL, Southport. Southport is half an hour's rail journey only from Liverpool, and is the popular resort of Liverpool Families. The Hotel affords high-class accommodation at strictly moderate charges.
C. O. WILKINSON, Manager.

LIVERPOOL.—THE GRAND HOTEL, Lime street, is opposite the London and North-Western Railway Station, and two minutes from the Central (Midland Railway) Station, to and from which Visitors' luggage is conveyed free of charge.
FRANK TAYLOR, Secretary.

LANDUDNO HYDROPATHIC, &c. (Co., Ltd.) Nevill-crescent. Grand Parade. Resident Medical Superintendent, H. Thomas, M.D. Riviere's Band plays daily on Pier and Pavilion.

LONDON.—HORSE SHOE HOTEL, Tottenham Court-road, adjoining Oxford-street. Visitors staying in the Hotel have the advantage of using the Grill Room, Dining Rooms, &c., at the restaurant price, instead of paying the usual Hotel charges. Private Dining Rooms.

LONDON.—THE INNS OF COURT FAMILY HOTEL, Holborn and Lincoln's Inn-fields, London, W.C. Central, quiet. Wedding Breakfasts, Dinners, &c. Table d'Hôte 5.30 until 8. Electric Light. Artesian well water.

LONDON.—ARMFIELD'S SOUTH PLACE HOTEL, Finsbury, E.C. Accommodates 100 guests. This Hotel ensures thorough comfort at strictly moderate charges. Telegraph, "Armfield's, London." Telephone, 140.

LOWESTOFT.—ROYAL HOTEL. First-class Family Hotel. Tariff forwarded on application to
SAMUEL HOWETT, Proprietor.

LOWESTOFT.—SUFFOLK FAMILY AND COMMERCIAL. Opposite the station. Adjoining Postal and Telegraph Office. Two minutes' walk from the Pier, Esplanade, and Harbour, and commanding extensive Sea View. Tariff free on application.
RICHARD SMITH, Proprietor.

LOWESTOFT.—CLIFFSIDE.—KIRKLEY CLIFF PRIVATE BOARDING ESTABLISHMENT. Beautifully situated, with Sea View. Thoroughly well furnished. Every comfort. Table d'Hôte. Prospectus with terms to the Secretary.

LOWESTOFT.—SOUTH VIEW BOARDING ESTABLISHMENT, 9 and 10, Victoria Esplanade, facing Sea. Near Baths and Pier. Home comforts. Thirty Bed and Reception Rooms. Private Apartments optional. Special Winter terms.
MRS. WESTGATE, Proprietress.

MARGATE.—CLIFTONVILLE HOTEL, on High Cliffs facing Sea. The best and healthiest Hotel in Margate. Under entirely new management. Table d'Hôte, Billiards, Lawn Tennis. Tariff on application. Telegrams "Cliftonville, Margate."

PORTSMOUTH.—STAR AND GARTER HOTEL. The oldest established Hotel, with view of Harbour. Adjoining Floating-Bridge. Trams to all parts. Moderate charges. The celebrated House for the noted "Punch Royal."
S. SPENCER, Proprietress.

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J. INNES, Proprietor.

PORTSMOUTH.—THE ROYAL PIER HOTEL and QUEEN'S HOTEL, Southsea, under entirely new management, are close to Portsmouth, and within a few minutes' drive of the Town Station, to which Visitors should book.

PORTSMOUTH.—CROSSLAND'S FAMILY and COMMERCIAL HOTEL, Harbour Station and Dockyard. Good Stock Rooms and comfortable Writing Room. Free Table. Trams to all parts. Charges moderate.
G. D. CROSSLAND, Proprietor.

PORTSMOUTH.—GEORGE HOTEL, old-established First-class Family and Commercial Hotel. Trams pass the door every seven minutes to Station, Dockyard, &c. Near the principal Piers.
JOHN DUNNING, Proprietor.

PLYMOUTH.—THE ROYAL. First-class. Patronised by the English and all the Continental Royal Families.

PLYMOUTH.—GRAND HOTEL (on the Hoe). The only Hotel with Sea View. Facing Sound, Breakwater, Eddystone. Mail Steamers anchor in sight. Public Rooms and Sitting Rooms with Balconies.
JAMES BOHN, Proprietor.

SWANSEA.—CAMERON ARMS HOTEL. This old-established Hotel is situated in the centre of the town. First-class accommodation and moderate charges.
J. PARADISE, Proprietor.

WHEN TO POST "SEAFARING."

Readers desirous of sending SEAFARING to friends abroad will find the following information useful, especially if those friends of Seafarers who reside in London post the paper 12 hours before the time advertised for the despatch of the mails. Those who live in the country should post it in time to reach London 12 hours before the times mentioned in the following tables :—

DATES OF DESPATCH OF FOREIGN AND COLONIAL MAILS NOT MADE UP DAILY.

Days of the Week.	Mails despatched from London.	Days of the Month	Mails despatched from London.
SUNDAY.....	(Evening) to <i>Continent of Europe only</i> (except Portugal).	† 2nd.	(Morning) to Madeira via Lisbon.
MONDAY	(Morning) to Malta via Italy, <i>weekly</i> ; (Evening) to Mauritius and New Caledonia by French Packet, <i>monthly</i> (from July 23); to Australia, if specially addressed by French Packet, <i>monthly</i> (from July 23rd).	† 3rd.	(Evening) to Lisbon, Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet.
TUESDAY	(Morning) to Egypt by Italian Packet, <i>weekly</i> ; to Ceylon, Straits Settlements, China by German Packet, <i>monthly</i> (from July 10th); to Ceylon and Australia by German Packet, <i>monthly</i> (from July 24th); <i>Supplementary mail</i> to Mauritius and New Caledonia by French Packet, <i>monthly</i> (from July 24th); <i>Supplementary mail</i> to Australia (if specially addressed) by French Packet, <i>monthly</i> (from July 24th); (Evening) to Newfoundland, <i>fortnightly</i> (from July 10th); to Lisbon, Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Liverpool, <i>fortnightly</i> (from July 10th); to Pernambuco and Bahia, <i>monthly</i> (from July 10th); to Falkland Islands, <i>irregularly</i> .	† 5th.	(Morning) <i>supplementary mails</i> to Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
WEDNESDAY..	(Evening) to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Bahamas via New York, <i>weekly</i> ; to Mexico via Liverpool, <i>monthly</i> (from July 4th); to Hayti via Liverpool, <i>monthly</i> (from July 18th); to Japan and China via United States, <i>irreg.</i> ; to Japan and China via Montreal, <i>irreg.</i> ; (Morning) to Malta via Italy, <i>weekly</i> ; to West Indies and Pacific via Southampton, <i>fortnightly</i> (from July 12th); to Lisbon, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres, via Southampton, <i>fortnightly</i> (from July 5th); to Cape Verd Islands via Southampton, <i>monthly</i> (from July 19th); to Egypt by Austrian Packet, <i>weekly</i> ; (Evening) to Cape Colony and Natal (<i>weekly</i>) via Dartmouth and Plymouth alternately; to Canada by Canadian Packet, <i>weekly</i> ; to Madeira, <i>weekly</i> (omitting every fourth week) (from July 5th); to Lisbon and East Coast of Africa via Dartmouth, <i>monthly</i> (from July 5th); to Japan and China via Montreal, <i>irreg.</i>	† 8th.	(Evening) to Lisbon, Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
THURSDAY....	(Morning) <i>supplementary mails</i> to Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres via Lisbon, <i>fortnightly</i> (from July 6th); <i>Supplementary mails</i> to Cape Verd Islands via Lisbon, <i>monthly</i> (from July 19th); (Evening) to Cyprus, Egypt, India, and Zanzibar via Brindisi, <i>weekly</i> ; to Ceylon, Straits Settlements, China and Japan, <i>weekly</i> , by British Packet via Brindisi and French Packet via Marseilles alternately; to Victoria, New South Wales, South and Western Australia, Queensland, and Tasmania, <i>weekly</i> , via Brindisi and Naples alternately; to West Coast of Africa via Liverpool, <i>weekly</i> ; to Canary Islands and New Zealand via Plymouth, <i>monthly</i> (from July 27th); to Madeira and Gambia via Liverpool, <i>irreg.</i> ; to Venezuela and States of Colombia via Liverpool, <i>weekly</i> , omitting every third week (from July 13th).	† 8th.	(Evening) to St. Thomas, Porto Rico, St. Domingo, and Hayti by French Packet.
FRIDAY	(Morning) <i>supplementary mails</i> to Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres via Lisbon, <i>fortnightly</i> (from July 6th); <i>Supplementary mails</i> to Cape Verd Islands via Lisbon, <i>monthly</i> (from July 19th); (Evening) to Cyprus, Egypt, India, and Zanzibar via Brindisi, <i>weekly</i> ; to Ceylon, Straits Settlements, China and Japan, <i>weekly</i> , by British Packet via Brindisi and French Packet via Marseilles alternately; to Victoria, New South Wales, South and Western Australia, Queensland, and Tasmania, <i>weekly</i> , via Brindisi and Naples alternately; to West Coast of Africa via Liverpool, <i>weekly</i> ; to Canary Islands and New Zealand via Plymouth, <i>monthly</i> (from July 27th); to Madeira and Gambia via Liverpool, <i>irreg.</i> ; to Venezuela and States of Colombia via Liverpool, <i>weekly</i> , omitting every third week (from July 13th).	† 9th.	(Morning) <i>supplementary mails</i> to Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
SATURDAY....	(Morning) to Malta via Italy, <i>weekly</i> ; <i>Supplementary mails</i> to Ceylon, Straits Settlements, China, and Japan by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); to Egypt by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); (Evening) to Malta via Italy, <i>weekly</i> ; to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Turks Islands via New York, <i>weekly</i> ; <i>Supplementary mails</i> to Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Lisbon, <i>fortnightly</i> (from July 14); to Pernambuco and Bahia, <i>monthly</i> (from July 14th); to New Zealand and Fiji via San Francisco, <i>monthly</i> (from July 14th); to Falkland Islands, <i>irregularly</i> ; to Belize via New York, <i>irregularly</i> .	† 9th.	(Morning) <i>supplementary mails</i> to St. Thomas, Porto Rico, St. Domingo, and Hayti by French Packet.
		† 16th.	(Morning) to Madeira via Lisbon.
		† 18th.	(Evening) to Lisbon, Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet.
		† 19th.	(Evening) to Cuba and Mexico by French Packet.
		† 20th.	(Morning) <i>supplementary mails</i> to Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
		† 20th.	(Morning) <i>supplementary mails</i> to Cuba and Mexico by French Packet.
		* 24th.	(Evening) to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
		† 25th.	(Morning) <i>supplementary mails</i> to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.

N.B.—When the mails are despatched irregularly, the dates can be ascertained from the special notices issued, or on application at any Head Post Office.

* Following morning.
† Previous evening.
‡ Not despatched.

NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription :—

Twelve Months.....	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the postal union, these countries being : Austria - Hungary, Azores, Belgium, Bulgaria, Canada (Dominion of), Cyprus, Denmark, Egypt, France, Germany, Gibraltar (including British Post Offices at Tangier, Larache, Rabat, Casablanca, Saffi, Mazagan, and Mogador), Great Britain, Greece, Heligoland, Italy, Luxemburg, Madeira, Malta, Marquesas Islands, Montenegro, Netherlands, Newfoundland, Norway, Persia (*via* Russia), Portugal, Roumania, Russia, St. Pierre et Miquelon, Servia, Spain (including Balearic and Canary Islands), Sweden, Switzerland, Tahiti, Turkey, and United States of America.

SEAFARING will be sent for a halfpenny per week more (or twopence) to Africa (West Coast Native Possessions), Antigua, Argentine Republic, Ascension, Australia (South and West Australia, New South Wales, New Zealand, Queensland, and Victoria), Bahamas, Barbadoes, Bermuda, Bolivia, Brazil, British Borneo, British Guiana, Cameroons, Chili, Colombia (Republic of), Congo, Costa Rica, Danish Colonies (*viz.*, Greenland, St. John, and St. Thomas), Dominica, Dominican Republic (San Domingo), Ecuador, Falkland Islands, French Colonies, Gaboon and Sette Cama, Gambia, German Colonies (*viz.*, New Guinea (part of), Samoa (Apia), Togo Territory, including Bageida, Little Popo, Porto Seguro, and Lome, and possessions on the S.W. Coast of Africa), Gold Coast, Grenada, Grenadines, Guatemala, Hawaiian Islands, Hayti, Honduras (Republic of), Jamaica, Lagos, Liberia, Mauritius and dependencies, Mexico, Montserrat, Netherland Colonies, Nevis, Nicaragua, Orange Free State, Paraguay, Patagonia, Peru, Portuguese Colonies, St. Kitts, St. Lucia, St. Vincent (West Indies), Salvador, Sierra Leone, Spanish Colonies, Tobago, Tortola, Transvaal (*via* Natal), Trinidad, Turk's Islands, Uruguay, Venezuela.

To Ceylon, China, Hong Kong, India, Japan, Labuan, Persia (*via* the Persian Gulf), Sarawak, Siam, Straits Settlements, and Transvaal (including Bechuanaland, *via* the Cape), SEAFARING will be sent post free for twopence halfpenny per copy.

All subscriptions must be paid in advance.

All communications relating to contributions should be addressed to the Editor of SEAFARING, 150, Minories, London, E.

Rejected MSS. will not be returned unless accompanied by a stamped addressed envelope; but all contributions will receive the most careful attention.

Correspondence on all subjects of special interest to seafarers is invited.

Business communications should be addressed to V. G. PLARR, SEAFARING Office, 150, Minories, London, E., to whom all Cheques and Post Office Orders must be made payable.

STIMSON'S LIST OF PROPERTIES FOR SALE
For the Present Month contains 2,000 investments, and can be had free on application, or by post for one stamp. Particulars inserted without charge. It is the recognised medium for selling or purchasing house property, ground rents, &c., by private contract.—Mr. Stimson, Auctioneer and Surveyor, 2, New Kent-road, S.E. opposite the Elephant and Castle).

A SCHOOLMASTER wants work immediately; well recommended; very moderate terms.—Please write to Teacher, care of SEAFARING, 150, Minorities, London, E.

Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, JULY 14th, 1888.

SUCCESS OF "SEAFARING."

THE reception accorded to the first number of SEAFARING has been eminently gratifying. From all parts of the United Kingdom letters of the most cordial character have reached us, wishing success to our enterprise. To attempt to print one-half of these welcome communications would be to more than fill the whole of the paper. As SEAFARING is not intended to consist of compliments to its writers, we print only one seaman's letter and a few Press notices. On some future occasion we may possibly find room for a few more specimens of the many congratulations which we have received. Meanwhile we can but mention that they have come not only from the conductors of powerful newspapers and from seamen, but from officers, from shipping firms of high standing, from men eminent in literature, science, and finance, and from several ladies as well as gentlemen who recognise the vast importance of the seafaring section of the community.

"Never prophesy unless you know."

It was because we did know that last week we ventured to say that SEAFARING was not going to be a failure. That prediction we can now repeat with renewed emphasis and confidence. SEAFARING is already a success. Seamen have received it with enthusiasm, landmen have read it with interest, and shrewd editors and men of business have declared that it has a great future before it. There nevertheless remains much to be done, and much depends upon the seafaring people and their friends. "Buy, buy, buy SEAFARING!" should be the cry of each and all of those who wish SEAFARING well, as we have good reason to believe that most of them do wish it well. Another thing they should do is to advise all advertisers who desire the custom of the seafaring class, to advertise in SEAFARING, which is the only advertising medium in the Press through which that enormous class can be reached.

It is true that there are journals for ship-owners, shippers, shipmasters, and officers, but except SEAFARING the seamen have no paper devoted to their interests, and the seamen are more numerous than the masters and officers. But, at present, it is of less importance to recommend SEAFARING as an advertising medium—its unrivalled position in that respect will be so clear—than to ensure that it shall be bought, read, and made known among seafaring people, and all of them can help us in this respect. With the exception of a few persons opposed to all that is good, SEAFARING has no enemies. The seamen like it because it is so largely written by seamen. The shipowners approve of it because while advocating the interests of the seamen it does not abuse their employers; while captains and officers rejoice that the task of representing the seamen in the Press has fallen into hands that will point out where the seamen are wrong. That, at least, is our experience so far. It will thus be seen that the success of SEAFARING is assured.

A SEAMAN ON "SEAFARING."

TO THE EDITOR OF "SEAFARING."

DEAR SIR,—Your first issue of SEAFARING has been read with deep interest, especially the leading article. I like it from the first word "To-day" to the last word "blessing." If you fulfil every sentence of that editorial, it will lead to blessing the publisher, seller, and buyer. Seamen have long felt the want of an organ that would fairly represent their calling. The most important questions that I wish to deal with are, first: Why are foreigners preferable to Englishmen? Second: Is it not the ruin of this nation to employ strangers while natives are unemployed? To the first question I will let a Swedish seaman reply: "I have never seen a mate ship all, or nearly all, foreigners, but to impose on them." To the second question I reply that it is certain ruin to this Empire to employ men who send English gold from this country to their fatherland. Enriching their government, and making happy homes for themselves, is the true and grand patriotism of these foreigners that are taking the places of British seamen, and I respect them for it, providing they do it fairly. But I do not respect my own countrymen that encourage them. I shall be happy to recommend SEAFARING to the seamen of the Tyne, where it will be received with joy by earnest workers for the promotion and advancement of British seamen. I do not know any more zealous workers for their cause than Bennett, Darby, and McKendrick, of the Tyne; and Mr. Wilson, of Sunderland. I hope to soon see contributions from the above-named gentlemen in SEAFARING. I believe the circulation will exceed your expectations. For I am sure that increase will mean the decrease of foreign money orders.—I am, very respectfully yours,

A. B.

London, July 10th, 1888.

TESTING OCEAN CURRENTS.

Mr. A. G. Allan, of Te Kao, North Cape, New Zealand, writes to the *New Zealand Herald*:—"While travelling on the Seventy-mile Beach, West Coast, about a mile north of the small islet called Motu Pea, on May 4th, one of the natives of Te Kao observed a bottle stranded on the beach, and found it contained a paper. He broke the bottle and abstracted the document. According to instructions given

on former occasions, it was brought to me. On perusal, it proved to be one of the marine cards cast into the sea to ascertain the direction of the ocean currents by order of the Imperial Board of Admiralty in Berlin from the ship-of-war *Bismarck*, on her voyage to Sydney two years and three months ago. The card, which is printed in the German language, is considerably chafed at both ends, and some of the words are obliterated; but the main portion of the print and writing is perfectly legible. I give the English translation:—"This bottle was put overboard at 12 o'clock noon on February 15th, 1886, in lat. 41.17 S., long. 111.56.50 E. from Greenwich. Ascher, on board the ship *Bismarck*, on the voyage to Sydney. This bottle was weighted with sand. Whoever finds this paper is requested to send it to the Imperial Admiralty in Berlin." It is also requested that the finder should add some particulars as to time and place at which the bottle was found. The existence of an ocean current setting in from the Indian Ocean towards the southern end of New Zealand is a fact well-known for many years. It strikes the southern end about the Bluff and chiefly passes to the eastward, but apparently New Zealand to some extent divides it, and though the bulk passes to the eastward, a small stream comes up to the westward of New Zealand, and naturally impinges against the western side of the northern part of the Auckland provincial district.

THE STORY OF LORNIE.

BY AN OLD SALT.

It mattered not one little jot,
That Lornie looked a trifle paler;
Yon sunny day that took away
Her sweetheart, and my boy the sailor.

For blithe he went, with high intent
To save and slave for Lornie's sake, sir;
And still I hear his gay, "Good cheer,
I'll home and claim her in a shake, sir!"

His voyage was short; from every port
He wrote and told her how he loved her.
'Twas "Pray for me, dear; stay for me,
dear!"
And Lornie did so, as behoved her.

Then passed by a se'nnight, ay
A month, wherein there came no letter.
My Lornie's heart was full of smart,
The poor child feared he did forget her.

But still I said: "Be comforted;
The ship's not lost that he'll come home
in";
Till, winter past, there came at last
A black-edged note of awful omen.

'Twas bluff, but sad:—"He died, poor
lad,
Caught in the fiery grip of fever.
No pain—no plaint, save weak and faint,
'Ay, but 'tis very hard to leave her."

So now, ye see, my girl and me
Have come down to the docks together
To see the *Rome* come steaming home
All through the glorious summer
weather.

Glad eyes are wet, and friends are met,
And lad tells lass what travels taught
him.
We stand aside so heavy-eyed
And greet the ship that should have
brought him.

I'm worn-out now, as you'll allow,
And her crushed life is like to fail her.
'Twill not be long 'ere old and young
Go seek together for their sailor.

SEAFARING DISASTERS.

Jane Sprott, British barque, Adelaide for Europe, put into Lima, being damaged in a severe gale, to repair. She lost jibboom, and received damage to hatches, boats, bulwarks, and made jettison of 200 bags cargo, and shipped a quantity of water, which got into the hold.—*Bertha*, German barque, New York for Brisbane, has put into Mauritius with loss of jibboom, boats, and bulwarks, and with rudder sprung.—*Etha Rickmers*, German barque, Rangoon for Bremen, has put into Mauritius leaky, with foretopmast sprung and loss of bulwarks.—*Plinio*, Italian ship, from Yloilo, has put into Capetown with bulwarks stove and decks swept.—*Emmanuele*, Italian barque, from Pensacola, has arrived at Madeira with loss of part of deckload; vessel has sustained slight damage.—Steam launch *Louise*, which left Kinsale, July 7th, for Benguella, W.C.A., has put back making water.—*Violet*, British barque, has put back to Delaware Breakwater with loss of foremast, topmasts, and yards.—*Sesostrie*, s., before reported in collision with *Resolution*, s., in Straits of Gibraltar, 1st, had bow plate damaged and upper bulwarks stove in, &c.—*Burgmeister Schorer*, from Sourabaya, has put into Port Elizabeth with foremast sprung.—*Carmel*, Norwegian barque, Bahia for the United States, has put into Barbadoes leaking badly. Cargo has to be discharged.

Schooner *Idris*, from Devonport, arrived at Cardiff on July 10th, having on board Captain Pouvreau and six men of the French brigantine *Petre de Marie*, of and for Nantes, from Cardiff, with coals, which vessel foundered on 6th inst., 20 miles north-east of Lundy, having encountered a succession of heavy gales.—According to a telegram from Lloyd's agent at Valparaiso, a collision is reported to have taken place between the British barques *Bankhall* and *Bankville*. *Fernholme*, s., of Maryport, was on July 10th ashore on shingle beach, Holyrood Bay, Newfoundland; considerable water in engine-room. If weather moderated it was thought she might come off.—Lloyd's agent at Smyrna telegraphs on July 10th as follows: British steamer *Semiramis*, of Glasgow, 269 tons register, grounded July 5th on Karason Mud Bank, between Cavalla and Lagos, but afterwards came off unassisted, and without damage.—*Wild Swan*, yacht, of Shoreham, went ashore at Bognor, 8th inst., is a total loss.—A telegram from Port Said, dated July 10th, 11.45 a.m., states: *Essex*, s., which sank at Port Said July 3rd, has been floated. The cargo is being discharged.—According to a telegram from Valparaiso, a severe norther has occurred there, doing much damage to shipping.—Telegram from Scilly, dated July 10th, 2.14 p.m., states that a barque, with loss of main topgallantmast, mizen topmast, and fore-royalmast, presumed to be the *Pendragon*, of Liverpool, passed Scilly to-day bound west.—A later telegram from Newfoundland states that the *Falcon*, the most powerful boat in the island, has left St. John's to go to the assistance of the *Fernholme*, steamer, laden with deals.—*Manx Queen*, barque, of Castletown, from Sante Fe (linseed), arrived at Dover on Tuesday. Captain reports vessel stranded several times coming down river, compelled to lighten, and have assistance. Steamer and lighters encountered bad weather on passage. Telegram from Frederikshaven, dated July 10th, 5.55 p.m., states:—Schooner *Augusta*, of Rostock, Sunderland for Stolpmunde (coal), grounded Scaw, but was got off with assistance.—*Eastern Light*, barque, of Liverpool, with deals, from St. John, N.B., arrived at Bristol on Tuesday, reports having on 6th and 23rd to 26th June, in about 48.25 N., 34.3 W., lost part deck-load, through heavy seas; also fore topgallantyard blown away, &c.

On Tuesday there was a series of collisions. A collision occurred that afternoon off Liverpool, between the Cork Steamship Company's steamer *Rallus* and the City of Dublin steamer *Mayo*. Both steamers, outward bound, left the Mersey close on each other, the *Mayo* leading. The latter's bearings getting over-heated, previous to stopping she signalled to the *Rallus*, but no heed, it is alleged, was taken, and the latter dashed into the stern of the *Mayo*, making a hole below the water-line, which, but for the *Mayo's* water-tight bulkheads, would have sunk her. The after compartment was full of water, and both steamers returned to port. On Tuesday morning the Old Manx Company's steamer *Tynwald* was leaving Douglas Harbour on her way to Whitehaven, when, as she got abreast of the

Victoria Pier, the Barrow Company's steamer *Herald*, which was coming to the north side of the Victoria Pier in order to embark passengers to sail round the island, collided with her. The bow of the *Herald* struck the *Tynwald* about 10ft. from the stem on the starboard side, making a clean cut about 8ft. in length, besides carrying away the top rails, but doing no other damage. The *Herald* was also damaged, but not seriously, and was expected to proceed to Barrow for repairs. The *Tynwald* returned to the harbour, to be repaired there.—A collision occurred off Lynmouth on Tuesday evening. The steamer *Velindra*, of Swansea, was returning to Ilfracombe with a large party of excursionists when she ran into the smack *Frolic*, completely carrying away the bow of the latter. The crew had only time to jump into their boat when the smack went down. A panic ensued among the passengers on the steamer, and could not be allayed until they were satisfied that little or no injury was sustained. The vessel, in fact, was only grazed. The crew of the *Frolic* were picked up and brought into Ilfracombe. The accident was attributed to defective steering apparatus. The steamer *Cygne*, with passengers for Honfleur, was run into at 10 o'clock on Tuesday morning, at the entrance to the harbour by a British steamer from Southampton. The *Cygne* was seriously damaged, and had to put back. None of the passengers were injured.

Telegram from Gibraltar, July 11th, states British steamer *Billow* reports having passed the French steamer *Tamesi*, of Bordeaux, yesterday, 80 miles east of Europa Point, with machinery broken down, under canvas; no assistance wanted.—*Dante*, s., Antwerp for the River Plate, has put into Lisbon with machinery out of order.—Telegram from Havre, July 11th, states that the British schooner *Mary*, from Charlestown for Rouen, is ashore off Honfleur, a total loss; crew saved.—*Minerva*, s., from Malaga, in docking at Liverpool, July 11 struck the dock wall, damaging her bows.—*Ann and Betsy*, smack, of Cardigan, stranded at Newport (Pemb.), July 10, during a gale, but was expected to float. Crew saved.—Telegram from Sunderland, July 11, states that the master of the steamer *Marchioness of Londonderry* reports that on the 10th inst., when at entrance of Lock, South Dock, Sunderland, received damage to three plates on port bow by striking the *Wave Queen*.—Steamer *Joseph*, from Sandvik, has arrived at Dundee, and reports having shipped a heavy sea, which carried away high and low bridge, rail, and bulwarks.—Telegram from Portsmouth, July 11, states that the master, Long, of the ketch *Earnest*, from Barfleur, reports having picked up that morning, at 9 o'clock, a small pleasure boat named *Rosaleen*, with two oars, eastward of the Warner Lightship.—Telegram from Liverpool, July 11, states that the ferry steamer *Harry Clasper* on leaving Lock Ferry slip that morning was driven by wind and tide against slip, damaging bow plate. As steamer was making water, she was taken to the Tranmere ferry and passengers were transferred to another steamer. The same telegram states that the *Maria* and *Kathe*, from Manila, and the *Hedwig* from Bassein, dragged anchors in river that morning, and fouled each other, former sustaining damage.—Telegram from Valparaiso, July 10, states:—Very bad weather here; eight days' continuous norther. Tug *Adela* and barque *Martha* foundered. Much damage to shipping.—Telegram from Greenock, July 11, states that the cutter yacht *Irex*, while coming into Gourock Bay yesterday afternoon, grounded on a mud bank off the old pier, but was floated by the evening tide.—Telegram from Coleraine, July 11, states that the brigantine *Sunshine*, from St. John's, with cargo of deals for Coleraine, came to anchor off entrance to river Bann, weather being stormy, commenced dragging anchors, and was drifting ashore.—Lloyd's agent at Perim telegraphs, under date July 11, that the steamer *Vega*, which passed near Jebeltier with machinery broken down, passed Perim that day, bound east, in tow of steamer *Zuid Holland*.—A telegram from Liverpool, July 11, states that the *Snipe*, s., of Glasgow, at anchor in the river, was fouled at midnight by the *Persian*, s., and parted chain and drifted, but was brought up by second anchor, and at 2 a.m. was fouled by the *Himalaya*, for Dunedin, which vessel dragged anchor and carried away the steamer's rails on topgallant forecabin, and damaged bow plates.—A telegram from Bristol, under date July 11, states: Steamer *Wester-gate*, of London, arrived here with wheat from Rosario and Buenos Ayres, reports, on the 5th

June, in Buenos Ayres Roads, collided with the *Laura*, of Pieton, N.S., while taking cargo from her, with serious damage to steamer's bulwarks, stanchions, &c. Captain further reports that he believed the second engineer jumped overboard on May 31.—Cablegram from Baltimore states that the British steamer *Erin*, Baltimore for Jamaica, was towed into Port Antonio by the British steamer *Samana*, with propeller damaged.

Aneroid, British barque, New York for Dunkirk, petroleum, has put into Flushing with loss of anchors and chains.—Telegram from Monte Video, dated July 11th, states: *Sorata* went ashore in Freshwater Bay, July 5th, but was afterwards got off undamaged, and proceeded.—Cablegram from Lloyd's agent at Valparaiso states: *Glenmore*, British barque, has been totally lost. Crew saved.—Telegram from Liverpool, July 12th, states: The steamer *Wasp*, from Glasgow, in rounding to for dock at midnight, collided with the *Hypatia*, Norwegian barque, Parrsboro, N.S., for Garston, at anchor off Tranmere. Former sank off the Cunard Buoy at Tranmere. Crew saved. Barque sustained some damage.—Telegram from Grimsby, July 12th, states: Swedish steamer *Nora*, from London, in ballast, whilst entering dock struck the dock wall, doing damage to her bow and the dock wall.—*Gerda*, of Gothenburg, Newhaven for Soderhamn, has put back to the Downs and anchored, with sails split and other damage.—Telegram from Gravesend, July 12th, states: Paddle steamer *Baron Osy*, of London, passed up river at 1.15 p.m. to-day with port paddle-wheel damaged and paddle-box smashed.—Telegram from Aden, dated July 12th, 6.15 p.m., states: British steamer *Vega* has been towed into Aden by *Zuid Holland*, s. Survey will be held at once.—A Queenstown telegram states that whilst the Board of Trade steamer *Cockchafer* was proceeding with the Board of Trade officers to clear the *British Princess*, s., en route for Philadelphia, an explosion occurred, blowing away cylinder valve. She was, however, brought safely to anchor. As the *British Princess*, s., was proceeding her propeller struck the *Cockchafer's* whale boat, shattering the boat and filling her with water. No lives lost.—Telegram from Bahia, July 12th, states: British barque, *Island Queen*, Cardiff for River Plate, coal, has foundered at sea. Crew landed at Porto Seguro.—*Charles and Ellen*, schooner, of Barrow, Para for Ellesmere, china stone, has put into Milford Haven making two inches water per hour. Leak has been temporarily stopped, and vessel will be placed on the hard to repair damage.—Cable message from St. Thomas states: *Arethea*, St. Vincent, New York, molasses, has put in leaky.—*Willemina*, German schooner, Liverpool for Memel, salt, has put into Flushing leaky, and with loss of some sails.—Cablegram from St. John's, N.F., states that the steamer, *Fernholme*, previously reported ashore, has been surveyed and condemned. Little prospect of salvage cargo.—Telegram from Lloyd's Signal Station at the Lizard, July 12th, states that the steamer *Nantes*, of Havre, from New Orleans and St. Michael's for Havre, about five miles south-west of the station, signalled "I can use but one engine," and is proceeding up Channel direct for Havre, flying three black balls.

THRILLING EXPERIENCE AT SEA.—Three weeks ago two trawlers, the *James* and *Mary* and the *Cambria*, left Plymouth in company to fish in the Channel, each with a week's provisions. After being at sea six or seven days the crews determined to run home to escape the threatening gale, but the *Cambria* lost sight of her companion, and returned alone. Days passed, but from no port were any tidings received, and at Plymouth it was thought the *James* and *Mary* had perished with her crew of four. The boat, however, had been caught in the hurricane, and for two or three days was borne before the wind in the Atlantic Ocean. The crew had no idea of their whereabouts. They were without provisions, with the exception of some fish they had caught, and for days they tossed about helplessly without "speaking" a vessel. At length a Norwegian was hailed, but none of the crew could understand English, and a few biscuits were all her captain could spare. Upon these the poor fellows managed to exist until at length the English coast appeared in sight. The *James* and *Mary* was descried making headway into Plymouth Sound on Sunday morning. Boats put off to meet her, and by the time she reached the shore there was a large crowd of fishermen to greet the missing crew.

NAUTICAL NEWS.

President Cleveland has approved the International Marine Conference Bill.

The boat *Dark Secret*, which left Boston on 23rd June to cross the Atlantic, in charge of Captain Andrews, was spoken on June 30th in full sail off Cape Cod.

According to latest advices from the Tahiti group, a large number of the natives of Raiatea rejected the friendly overtures of the French, and made an attack upon the launch of the French warship *Décors*. The French consequently shelled the villages. The French admiral on the station was expected to succeed in establishing peace.

Advices from Lisbon state:—Ports of Pernambuco and its province free from yellow fever from June 1st. Advices dated Callao, June 10th, state that a decree issued by the authorities at Lima notifies that vessels coming direct from Coquimbo, or that do not touch on the voyage at any infected ports on the coast of Chili, shall be admitted in Peruvian ports.

Two French fishing vessels, charged with purloining bait inside the three-mile limit, have been towed into Placentia by a Newfoundland cruiser. The British lobster packers have been warned off the French shore, and French fishermen have been established there. H.M.S. *Bellerophon*, the flagship on the North American station, sails for St. John's, Newfoundland, on her summer cruise.—*Reuter*.

The new service arrangements of the Austro-Hungarian Lloyd will come into force on Monday. The East Indian service will remain the same as during the first six months of the year, but next year the number of voyages will be increased, and the connection between the Red Sea ports and the main line Trieste-Hong Kong will be re-established. During the current year a steamer will leave Trieste for Brazil towards the end of each month.

The dock companies are already reaping benefit from the working arrangement authorised by the Bill which will shortly pass through Parliament. While the cut-throat rivalry lasted, the discounts granted to tea importers on the charges for warehousing amounted to as much as 50 per cent., but they have now been reduced to 20. The difference to the dock companies must be very considerable in the course of a year, and the satisfactory feature is that the trade does not object. They are willing to pay fair charges for the services rendered, and there has been a general admission that the cutting policy was carried to a ridiculous extent. The directors of the London and St. Katharine Docks Company will recommend to the proprietors at the ensuing general meeting on the 31st inst., that a dividend at the rate of 1 per cent. per annum, free of income-tax, be declared on the capital stock of the company for the past half-year.

ALLEGED CRUELTY AT SEA.—EXCITING SCENE.—The Central News says: On Saturday afternoon the pleasure steamer *May*, with a large number of excursionists on board, was sailing towards the Sovereigns lightship, when a man was seen to be swimming away from a large three-masted ship, about three-quarters of a mile off. Some excitement was caused among the passengers of the *May*, which was hove to and went towards the man. When near enough a life buoy attached to a rope was thrown to him, and he was pulled aboard. The poor fellow presented a pitiable appearance, and was in a very exhausted state. His story was that he belonged to Hamburg, that his name was Rohl, and that on the previous Tuesday he was engaged as a seaman on board the *Glencairn*, of Glasgow, a large steamship, carrying 24 hands, and bound for San Francisco. The man alleged that whilst on board the ship he had been brutally treated. He therefore slipped overboard, unobserved, and started swimming in the direction of the *May*. Whilst the man was making this statement the passengers of the *May* were excited by a boat leaving the ship. In a short time the boat was at the *May*'s side, manned by four men, who shouted "Give us our man back." The passengers hid the man, and refused to give him up. They collected about 10s., which they gave the fugitive, and the crew furnished him with a dry fit-out of clothes. After being landed at the pier the man was brought to the chief constable, who sent him on by train to London to the Sailors' Home at Whitechapel.

THE SHIPPING TRADE.

The annual meeting of the General Shipowners' Society was held on Tuesday, at the offices, Whittington House, Whittington-avenue, Leadenhall-street. Mr. John Glover presided.

The Chairman expressed satisfaction that they could congratulate themselves upon the fact that the slight improvement in shipping business which was noticed in the middle of last year had since continued, but it was only partial. It had not, for instance, applied in any degree whatever to the American trade; and the improvement had not been felt in the great trade with the West Coast of America, or to any important extent in that with the Australasian markets. He might also say that as regarded all homeward freight from the East the level had seldom been lower than during the period since they last met. The happy exception to that state of affairs had been noticed especially in our European carrying trade, particularly in the trade from Russia. Had it not been that shipowners had become convinced that a very large amount of the capital employed in shipping was lost, and had they not written down the value of their vessels for purposes of insurance and depreciation to something like the present low level, and so reduced the costs of the voyage, very little of the apparent profit on working would have resulted from the improvement in freights. It was rather to the economies which had been effected than to any great rise in rates that the improved condition of shipping must be attributed. That had led to more building of ships, and he had observed that some of their esteemed friends and critics were alarmed at the growth of production in tonnage which had already taken place. That, however, must be taken with some very important qualifications. They all knew that during an eventful three years a little while ago the production of tonnage exceeded 1,000,000 tons a year, and that that period of inflation was followed by another period in which the production was not very much over a quarter of a million tons per annum. He was sure that if the production of tonnage in those lean years were analysed, and there were deducted from the total production the mail steamers and the steamers for foreigners and for exceptional purposes, the contribution to the carrying capacity of the country would hardly make up for the annual waste of tonnage which was inevitable. With the slight improvement last year in freights, therefore, it was not surprising that the ship-yards which had been idle began to receive orders, and that production had recovered to something like a normal and not unhealthy condition. They would have noticed from the report that the society had been very active this year, and also that the disposition in many quarters to interfere with shipping was still active. The committee had had to deal with four or five Bills. The Life Saving Appliances Bill was such an innocent measure, and proposed to take so much advice from shipowners in its application, that they had not thought it necessary to take any strong steps to prevent its enactment; but the owners of passenger-carrying vessels, who, he believed, would be much more likely to be affected by its provisions, had not held the same opinion about it. The Bill was now, however, blocked, and its enactment during this Session had become extremely improbable. As to life-saving appliances, many philanthropists thought that steamers should not carry passengers in excess of their boat accommodation; but that doctrine had become utterly impossible by the fact that so many steamers now went to sea with 1,000, 1,200, and 1,500 passengers on board, and two steamers were being built, each of which would carry 2,000 passengers. With reference to the Employers' Liability Act, they recognised that some enactment in that direction relating to seamen and shipping affairs was almost inevitable, and their efforts had been to make the Act operate as fairly as possible. In view of the question of the distribution of the insurance money they had been specially careful in endeavouring to stipulate that any action taken after the loss of a ship should be brought within a reasonable time. As to Mr. King's Bill, which sought to prevent the granting to foreigners of certificates to pilot vessels in British waters, it was not necessary for him to say anything about the measure, as he understood that it was not likely to be enacted. He had been

gratified to see that in the report of the Royal Commission issued a little time ago the Commission even went so far as to recommend that the bulk of the so-called Plimsoll legislation should be substituted by a less degree of interference. He hoped that that was the direction in which they were going. They might, he thought, congratulate themselves as Englishmen on one result of the Irish difficulty; it had prevented a good deal of mischievous legislation from being enacted. (Hear, hear and laughter.) The committee had taken part in a deputation respecting quarantine regulations to the Under-Secretary of State for Foreign Affairs, and in his reply Sir James Fergusson showed that there was scarcely any desire on their part as Englishmen in regard to that subject which he did not share. It must, however, be admitted that their progress in the matter had been—(a voice: "Nil")—well, that was not far from a correct description. It was not surprising that they had made so little impression on the French, Italian, and Turkish Governments, seeing the nature of the quarantine regulations in our own outlying territories—for instance, at Gibraltar, Malta, Cyprus, and the West India Islands. They had also had a deputation to the Chancellor of the Exchequer on the subject of light dues, as to which their progress had been backwards. They had not got the light dues either abolished or equalised, but they had this year had them increased. He saw no hope of a change for the better in that respect until the lights were treated as a separate matter, and not mixed up with the Mercantile Marine Fund, with which, he said, the lights had nothing to do. (Hear, hear.) They had done some good in the year in regard to the load-line question, thanks to the Committee of Lloyd's Register, and during the year further progress had been made as to the negligence clauses. The question of the cotton trade had lately occasioned great anxiety to shipowners owing to the severe losses caused last year by fires on vessels loading cotton. They were cherishing the hope that the attention directed to the matter since that time would lead to diminished losses in the coming season. He begged to thank them for electing him chairman at their meeting last year, when important business on the Bench prevented him from attending; and it was a great satisfaction to him, on leaving the chair that day, to know that he was to be succeeded by Mr. James George Anderson, one of the managers of the Orient Line, in whose hands he was sure that the interests of shipowners would not suffer during the ensuing year. (Hear, hear, and cheers.) He concluded by moving the adoption of the committee's report.

Mr. T. B. Walker (treasurer of the society) seconded the motion, observing that he could bear testimony to all that the chairman had brought before the meeting.

The resolution was carried unanimously.

On the motion of Mr. Bromage, seconded by Mr. Holman, a vote of thanks was passed to the committee of the society, and subsequently a ballot was taken for the election of six members of the committee.

The Chairman, in reply to a vote of thanks (proposed by Mr. Dixon, seconded by Mr. J. Park), said he ought to have referred to the Bill which had been introduced into the House of Commons by Colonel Hill for making provision for widows, orphans, and dependent relatives of seamen. Whatever benevolent notions Mr. Watts, Mr. Scrutton, and Colonel Hill had had as to that Bill, there was not the least prospect of its passing this year. (A Voice: "A good thing too.") That Bill proposed that the seaman should contribute 1s. 6d. for every 30 days of his service, the shipowner contributing an equal sum, and the proportion paid by the shipowners of the kingdom might have been as much as £150,000 a year. He thought they must take it as a significant hint that the Bill had been blocked by Mr. Broadhurst, whose action they had reason to believe had been taken at the suggestion of some of the trade councils. Referring to certain observations made by Mr. Dixon in proposing the motion, the chairman added that on his visit to Bergen, where there were two shipbuilding yards, both managed by men who had received their education in England, he found that one vessel was building, and altogether he formed the impression that the glory of shipbuilding had passed away from Norway. The fact was that in Sweden and Norway, as elsewhere throughout Europe, the carrying trade was being done in an increasing degree by the British flag. (Cheers.)

The proceedings then terminated.

SHIPMASTERS' SOCIETY, LONDON.

The annual general meeting of the Shipmasters' Society was held on Monday at the society's rooms, 60, Fenchurch-street, E.C., Captain H. F. Holt presiding.

The report of the committee of management for the year ended March 31st last was as follows:—"The period covered by this report has been uneventful for the society, and your committee have very little of special interest to mention. Legal defence has been found for those members whose misfortunes caused them to need it; in one case, an inquiry before the Wreck Commissioner extended over five days; another occupied six days; in a third the inquiry was held by a local Marine Board, and lasted three days. On March 31st the roll consisted of 584 members. During the year 143 names of those dead, or resigned, and others whose subscriptions exceeded three years in arrears, have been written off the register; whilst 75 members joined as against 53 the previous year. As hitherto the society by itself, and acting with the kindred associations, continues to watch all legislation likely to affect the position, interests, and legal responsibilities of the profession. The matters now receiving most attention are the arbitrary handling of certificates by the Board of Trade, and the employment of aliens in command of British ships. In Parliament the Seamen's Vote in Parliamentary Elections, the Merchant Shipping Life Saving Appliances, and the Employers' Liability for Injuries to Workmen Bills are being specially looked after. It may be mentioned here that your committee during the first week of this month took part with the Liverpool, Sunderland, and Scotch Associations in three deputations to several M.P.'s, and through them to the Government, with the object of eliminating from the Employers' Liability for Injuries to Workmen Bill a clause intended to impose new and serious pecuniary liabilities on shipmasters; also to obtain a reasonable recognition of that body in the Merchant Shipping Life Saving Appliances Bill. It is believed the ends sought were obtained. Those members of Parliament who show marked interest in such matters are kept informed, and appealed to, for assistance when professional questions are at stake; and communications of the kind from your society have always been received with great courtesy. The register kept for members and others seeking appointments has been the means of introducing many masters and officers to suitable employment. The arrangement introduced for telegraphing has been freely used by members abroad. Up to March 31st the moneys collected in small sums for Widows' and Orphans' Fund amounted to £60 8s. 5d., and a balance of £49 18s. 5d. remained at the bank. In one instance where aid was needed the children of a deceased member were materially helped, financially and otherwise. From the funds already collected, and which are steadily increasing, your committee are in a position to assist the necessitous widows or orphans of any members whose cases come within the rules. Subscriptions and donations are earnestly solicited. On the roll of members there are a number of defaulters; yet, in presenting the statements of cash receipts and payments, your committee have occasion to congratulate themselves and the members on having cleared off all old debts. The financial year 1888-89 began well; the society has good prospects of a more successful career and an extended sphere of usefulness, to which end all who hold masters' certificates in the merchant service, and who are not already in this, or one of the like associations, are invited to become members. The abolition of entrance fees, coupled with a reduced scale of subscription for members not in command, was initiated in July last. It affected the year's receipts, but the committee are satisfied the step was judicious, and they hope members will point out to their officers and friends at sea, the facilities now offered for joining the society. The society is much indebted, and hereby tenders its best thanks to the Admiralty, the Board of Trade, the Meteorological Office, the Corporation of the Trinity House, and the Marine Survey Department of Calcutta, for continued supplies of charts, pilotage directions, hydrographical and meteorological notices, reports of official inquiries, &c. In conclusion, your committee

having used their best endeavours in furthering the society's interests during their year of office, hope they have merited your approval. They place their resignation in your hands, and request you to elect their successors for the year 1888-9. Being eligible, they offer themselves for re-election."

The Chairman, in proposing the adoption of the report, said, with regard to the financial position of the society, that although they might not appear very much more to the good, it was certain that they really stood in a better position at the present time than 12 months ago. They had been able to clear off all old debts, and while, of course, current debts were still going on, the society was decidedly better off financially than last year. The work of the society had been thoroughly well looked after during the year. They had yet to see what would be the result of a great part of that work as certain matters were still pending in Parliament. But they had had many good promises from the different members who had been spoken to by this and kindred societies, that the interests of the shipmasters' profession would be fully looked after, promises which they thought were to be depended upon, and although the report said, "it is believed the ends sought were attained," they felt positively certain that those ends had been attained. The question of the seamen's vote at Parliamentary elections stood in abeyance, and it would probably be some time before it was taken up again, but the committee were carefully watching all that was going on, and would be to the fore when any further action was taken. The Employers' Liability for Injuries to Workmen Bill had received the greatest attention, and the result was very satisfactory. The objectionable clauses of that Bill proposed to make the captain of a vessel pecuniarily liable up to an amount of £150 in each case, but they had been promised that the word "master" and the liability sought to be imposed on him would be taken out of the Bill, so that the liabilities of masters in this respect would not be any greater than before this Bill was drafted. This was the first occasion on which, in drafting a Bill, it had been attempted to make a master pecuniarily liable in this way, and the question had therefore been fought all the more strenuously. Shipmasters had quite enough on their shoulders already without being liable for this £150 in each case in respect of matters which very often would not depend upon the master of the ship at all. However, they were now fully satisfied that this objectionable provision would be struck out of the Bill. The Widows' and Orphans' Fund had not increased so largely as might have been expected, but lately the fund had decidedly increased a little. In fact it had gone forward much more within the last 12 months than it had done before. The only payment that had been made out of the fund during the year was for the benefit of the children of a deceased member, and the case was a very worthy one. This fund was specially instituted to enable them to help the widows and orphans of deceased members, and they trusted that it would go on increasing. There ought to be a great many benefits arising from a society like this, beyond those incidental to the selfish troubles of members who got into shipwreck and that kind of thing. This fund had certainly done good service as far as possible, but their resources in this respect should be greatly increased. In conclusion, he urged the great importance of members using all their influence to add to the strength of this and kindred institutions.

Captain Blackmore, in seconding the motion, said that the society was certainly to be congratulated on the present state of its finances. For some years it had not been in a very flourishing condition, but under the good guidance of their secretary, Captain Froude, their funds had been placed in a very much better position, and at all events they were now practically out of debt. With regard to the Employers' Liability Bill, the moment he saw the proposal to which the chairman had alluded, he thought it would be a very great injustice to shipmasters, and he could only attribute the insertion of such a clause to the great love which the Board of Trade had for shipmasters generally. If in framing a new Act the Government had also proposed to impose this additional liability on managers and foremen of establishments ashore, there might have been some reasons for shipmasters being included, but seeing that everybody except the proprietors of such establishments had been carefully excluded it was a most invidious thing to

introduce the name of the shipmaster into an Act of this character. He was very pleased that the committee had seen their way so to use their influence as to defeat this proposal, and he hoped that, under no circumstances, would it be retained in the Act. With regard to the Widows and Orphans' Fund it was a crying shame that more had not been done in years gone by for the benefit of the widow and the orphan, but he knew that there was a difficulty about these things. He was a member of a shipmasters' society on the Clyde, which was got up simply as a benefit society, and it went on for about 25 years in a fairly flourishing condition, but within the last few years all interest in it appeared to have died away, and its funds were almost at an end. He thought that all masters should be willing to devote at all events a small sum annually for such a purpose as this, and if they showed themselves willing and anxious to help themselves, he was quite sure that there were enough people connected with the shipping interest to give them a helping hand.

The motion was then put and carried unanimously.

Captain Witherspoon proposed a vote of thanks to the Admiralty, the Board of Trade, and the other bodies mentioned in the report, for copies of charts, reports, &c.; and Captain Baxter, in seconding the proposition, said that the sources of information at the disposal of the society were becoming greater year by year. Members were enabled to keep themselves well posted up abreast of the times, and it was always especially satisfactory, when asked any question, to be able to reply, "Oh, you will get the information at the Shipmasters' Society."

The motion was at once agreed to, and on the proposition of Captain Voules, seconded by Captain Bissett, the retiring members of the committee of management were unanimously re-elected.

A vote of thanks was accorded the chairman for presiding, and Captain Holt, in replying, expressed regret that sailors too often forgot to join institutions of this class until they needed assistance.

Captain Blackmore proposed a vote of thanks to Captain Froude, the secretary, for the energy and ability with which he devoted himself to the work of the society, and the proposal having been supported by the chairman, was unanimously adopted.

Captain Froude, in acknowledging the vote, spoke of the advantages that were obtained for the shipmasters' profession by the combined efforts of societies of this character; and referring to the proposed enactment in the Employers' Liability Bill which had engaged the special attention of the committee, he asked what might not have been the consequences to a shipmaster under this provision, in the event of a badly disposed crew conspiring to punish their captain. A member of the society was recently put to very great expense through a combination of this kind, and he regretted that on the part of the officials of the Board of Trade there was not that sharpness which they had a right to expect in public servants in distinguishing between real and sham grievances.

The meeting then terminated.

A RETURN has been presented to the House of Commons from the Fishery Board of Scotland showing the annual receipts and expenditure since the formation of the Board in 1882. The receipts in 1883 amounted to £16,934; in 1884 to £17,740; in 1885 to £19,100; in 1886 to £23,095; in 1887 to £26,780; and in 1888 to £21,925. In the receipts are included a Parliamentary grant of £3,000 in aid of piers and harbours, and Government grants for telegraph extension and scientific investigations. The total expenditure during the same period, including salaries, grants, &c., amounted in 1883 to £17,038; in 1884 to £17,739; in 1885 to £18,912; in 1886 to £22,543; in 1887 to £26,435; and in 1888 to £21,366.

REDUCTION OF TEES DUES.—At a recent meeting of the Middlesbrough Chamber of Commerce, Mr. Carl Muller moved the following resolution:—"Considering the continuous and severe depression of the iron trade in this district, and the sacrifices it is obliged to make in order to maintain its position, this Chamber begs to urge upon the Tees Conservancy Board the necessity of promptly taking into consideration the reduction of the river dues on iron and steel goods, and on shipping, in order to give some relief to the trade of this district." Mr. J. F. Wilson seconded. Mr. William Hunson agreed. After some remarks from other gentlemen, the resolution was unanimously agreed to.

WEATHER FORECASTS.

The summer number of *Cassell's Family Magazine* contains the following observations on forecasting the weather:—"The English, American, and French Governments are following in the footsteps of the enterprising journalist of New York. Our Atlantic steamers are furnished with forms whereon to enter a description of ice, derelicts, and gales met with on the passage across. These cyclonic storms sometimes remain stationary, and at other times move onward at the rate of 70 miles an hour. Their average rate of progress, however, in the North Atlantic is about 20 miles an hour. Hence we see that a powerful steamer would arrive at New York in time to acquaint us with the fact that she encountered a heavy gale in 50deg. west. This country has thus extended her western outpost 50deg. to the westward, whereas previously we should not have had any knowledge of the approach of the gale until Valentia was under its influence. There is a large gap between Ireland and 50deg. west that cannot be watched over at present, inasmuch as a gale that struck a steamship in 30deg. to 40deg. west would reach our coasts prior to the arrival of the steamer at New York. If homing-pigeons would leave a ship when out of sight of land, they might be pressed into this service. There will probably be no certainty in weather forecasting until some way is found to bridge over this unknown region. It must be reluctantly confessed that since the days of Virgil the advance in weather forecasting has not been commensurate with that to be found in other sciences. Take, for example, that rain is forecast. It is uncertain whether the fall may be made up of a few passing showers, comparatively harmless, or of a constant downpour that may fill the parched brooks and tear away the rustic bridges with the turbid waters. It has been proposed to use a modification of the spectro-scope for forecasting rain. The dark lines in the solar spectrum are due to the presence of aqueous vapour in the earth's atmosphere, and Piazzi Smyth first based a forecast on the relative intensity of these lines. The instruments were widely advertised and seldom used. The rainband merely tells us there is moisture in the air. It does not afford a reliable clue to the weather forecaster. The happiest results may be expected from the construction of charts showing the conditions of weather that exist simultaneously at as many places as possible on the earth's surface. The Americans have long published such charts, but the observers are so wide apart, and the observations themselves scarcely sufficiently reliable to give exactness to any deductions that may be made from them. Ships at sea, towns and hamlets on shore, note the height of the barometer, the temperature of the air and sea, and the weather in general. These observations are synchronous, and when placed on the charts in their respective positions afford a bird's-eye view of the conditions of wind and weather existing over the globe at Greenwich noon. Such charts, when carefully drawn from the facts alone, no lines being inserted on the chart unless they are well supported, are of the highest importance to the development of the science of weather forecasting. Granted that a negligent reading of the barometer is worse than useless because it is misleading, then *a fortiori* we may say that the drawing of doubtful lines should be deprecated as digging pitfalls in the path of the honest student of Nature's laws."

THE New Zealand Shipping Company's steamer *Kaikoura* arrived at Plymouth at 7.28 p.m. on Saturday. Her dates are: Wellington, May 27th, five p.m.; Cape Horn, June 14th; Rio, 21st; and Teneriffe, July 3rd. She has made the fastest passage on record between Wellington and Plymouth, the time of steaming being 36 days 11 hours 14 minutes.

Mr. T. B. BOLITHO, M.P., presided on Monday at a meeting of the committee appointed by the recent Fisheries Conference to take into consideration the present depressed condition of the drift net fisheries of the United Kingdom. A resolution was unanimously adopted strongly recommending that measures should be adopted by the association to urge fishermen to confine their operations as much as possible to securing supplies of marketable and mature fish.—Sir E. Birkbeck, M.P., presided at a meeting of the general committee of the association at the Subscription Rooms, Billingsgate. The Government Sea Fisheries Bill was read and discussed, and it was ordered to be considered at a special meeting of the Executive, the secretary in the meantime obtaining the opinions of the various local branches and affiliated associations.

COLLISIONS AT SEA.

The recent disaster at the mouth of the Clyde (says the *Liverpool Journal of Commerce*) has given rise to discussion with respect to pilotage and the rule of the road. Two steamers came into collision. The steamship *Balmoral*, of 2,948 tons gross register, had undergone an overhaul and thorough refit at Glasgow, and was taken down the Clyde for a run at the measured mile off Skelmorlie. There was another vessel, the *Princess of Wales*, a paddle-steamer, newly built by Messrs. Barclay, Curle, and Co., Glasgow, to the order of the Southampton and Isle of Wight Royal Mail Steam Packet Company, having a select party of ladies and gentlemen on board, which, including the crew, would number altogether between 50 and 60 persons. The *Princess of Wales* was on her trial trip, and was running over the measured mile at Skelmorlie. This occurrence has called forth a correspondence on the regulations for preventing collision at sea, and, as usual, the landmen, who know but little of what they are writing about, seek to confuse the matter by stating that the helmsmen and pilots, if not the officers, were ignorant as to which way the wheel should be turned to move a ship's head round to starboard or port. The old, and, as it was thought, buried controversy about the helm, the wheel, and the rudder could not be revived. A ship, it is well known, turns to that side against which her rudder is turned. Among other examples of errors in seamanship, it is mentioned by a writer that on one occasion while crossing the North Sea a fishing boat tried to cross his ship's bows. The second officer had charge of the deck at the time, and in order to clear the fishing boat he gave the word "Port." The man at the wheel was a Norwegian, and instead of turning the wheel to starboard he turned it to port. A sailor who happened to be near at the time at once ran forward and turned the wheel to starboard. Afterwards he spoke to this Norwegian, and was informed that in his previous vessel (a Norwegian) it was the custom if "port" was given to turn the wheel to port, and otherwise with starboard. This wrong movement, we are supposed to believe, was attempted; but, speaking from experience of Scandinavian seamen serving on board British ships, we hold the case to be exceptional. Article 13 of the Regulations enacts that when two ships under steam are meeting end on or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. It does not say that they are to have the wheels turned to port. At some future day the rule will be improved by ordering the rudder to be turned to port or starboard as desired. Steamers are not steered by a wheel unless the steam gear is carried away, and ejectors of air, steam, or water may be used, when further improved upon, instead of rudders, wheels, and helms. But the critics of the *Princess of Wales* accident are confounding crossing with meeting ships, and the rule to port helm may not apply. We do not, however, feel at liberty to venture upon the expression of an opinion as to whether the *Balmoral Castle* and the *Princess of Wales* were crossing or meeting ships. They were out of the Clyde jurisdiction, and the sea-going rules applied. To confuse an ordinary collision incident, pilotage has been mixed up with the disaster. It is said they had Clyde river pilots when they ought to have taken sea pilots. We fail to understand why a river pilot should not be able to comprehend the rules. Neither ship was compelled to carry pilots out to sea.

At the Stratford Petty Sessions, James King, 28, described as a marine fireman, of Victoria-terrace, Victoria Dock-road, was, on Monday, charged with being concerned with Ephraim Beddall (now under remand) as a principal in the alleged prize fight at Holme-road, East Ham, on Sunday, the 1st inst. On the morning in question the police received information as to a prize fight in the neighbourhood, and at about half-past 12 they saw a fight in progress at Holme-road. As soon as the officers appeared the party of about 150 dispersed, but Beddall was apprehended. He has been twice remanded, his defence being that the fight was merely the outcome of a dispute about a lady, and the other man forced him to fight. The accused denied that the fight was a prize fight, and was remanded to be charged with Beddall. He was admitted to bail.

INTERESTING ITEMS.

First Mate, a new comedy by Richard Henry, will shortly be experimented with.

LAST Wednesday was the sixth anniversary of the bombardment of Alexandria.

THE death has just occurred, at Worthing, of Admiral Hargood, at the age of 87.

A REUTER'S telegram states that Spain and Italy have given their adhesion to the Suez Canal Convention.

THE Merchant Seamen's Orphan Asylum have just received from Captain Goddard, of the ship *Melbourne*, the balance of his contribution of £1,000 to the institution.

A SEAMAN named Pole, travelling from Holyhead to join H.M.S. *Ajax* at Portland, has died in Chester Infirmary from injuries received through falling out of an express train.

THE recent stormy weather has caused great havoc to the net and crab creels of the fishermen at Berwick, Burnmouth, Eyemouth, Coldingham, and several places south of the Tweed.

THE Hastings Town Council has conferred the honorary freedom of the borough on Lord Brassey, who is the first recipient of the distinction since the passing of the Municipal Reform Bill.

A SHOEMAKER, named Cottage, has found the body of a male child on the beach at Sandgate, apparently thrown up by the tide. The child was wrapped in a black shawl, and was only a few days old.

ON the retirement from ill-health of Vice-Admiral Sir William Graham from the post of Controller of the Navy, he will be succeeded by Rear-Admiral J. O. Hopkins, at present Admiral Superintendent of Portsmouth Dockyard.

MR. M'ALPINE, the contractor for the Lanarkshire-Ayrshire line of railway, has secured the contract from the Naval Construction Company to extend the works at Barrow, and the contract for the building of a new shipyard at Bilbao, Spain.

THE Board of Trade have requested their solicitor to take the necessary steps for holding a formal investigation into the circumstances connected with the stranding of the *Hector* (s), of Sunderland, on June 30th, at the entrance of the Tyne.

At the regatta of the Royal Northern Yacht Club, which was held at Rothessay on Saturday, the *Yarana* won the first prize of £60 in the race for vessels over 40 tons rating, beating the *Irex* by 12 minutes over and above the time allowance of six minutes to which she was entitled.

THE recent annual distribution of prizes attracted a numerous company on board the *Arcthusa* training ship, which, in company with the *Chichester*, is stationed off Greenhithe. The Earl of Jersey presided, and the Countess of Jersey and Lady Northcote were among the visitors.

THE Fairfield Engineering and Shipbuilding Company, Govan, have secured a contract to build two steel vessels, each of 3,500 tons, for the North German Lloyds. The vessels will be fitted with triple-expansion engines. It is understood that they are for the cargo trade with Australia.

COLONEL HOZIER, Secretary to Lloyd's, has had an interview with a number of the harbour officials at Dundee in regard to the desirableness of having a signal station at the entrance to the Tay. It was stated that the best position for such a look-out would be the range of sand hills at Buddonness.

THE Northern Conference on Political Economy now sitting at Copenhagen has passed a resolution advocating the establishment of a Customs Union between Denmark, Norway, and Sweden, and inviting the Governments of the countries concerned to appoint a Commission to arrange the necessary preliminaries.

At a joint meeting of the committees of the Anti-Slavery and Aborigines' Protection Societies it has been decided, in view of the increased work lately thrown upon the Anti-Slavery Society by the extraordinary development of the slave trade in Africa, that the work of the two societies could be better carried on separately as heretofore.

LOYD'S REGISTER OF SHIPPING shows 377 vessels under construction, of 608,118 tons gross, in the United Kingdom at the close of the quarter just completed. In the corresponding quarter of 1887 the number was 281, of 418,645 tons. The number of steel steamers was 245, of 523,416 tons, as compared with 160, of 327,737 tons, last year.

A SMALL pair-oared boat, about 18ft. long, arrived, the other day, at Calais, with an Englishman who had rowed across the Channel. The gentleman, who was on his way to Brussels, left Sandwich two days previously, and, proceeding to St. Margaret's rowed straight across from the South Foreland. He had a very adventurous voyage, and was 24 hours at sea.

IN the Admiralty Division an action has just been heard in which the plaintiff, Henry Phillips, formerly master of the barque *Robert Hine*, sought to recover £77 for wages and disbursements due to him. The defence of the intervening mortgagee was that no such amounts were due, and that the plaintiff had received moneys on freight account which he had not stated in his accounts.

A COLLISION between the French Transatlantic Company's steamer, *Ville de Brest*, and the mail steamer, *Charles Quint*, occurred north of the Kerkenna Islands at two o'clock on Saturday morning. The *Charles Quint* sank in 17 minutes in 84 feet of water, her captain, one passenger (a European), two sailors, and two native soldiers, being drowned. The *Ville de Brest* sustained some damage, and put into Mehedia.

THE returns of the Board of Trade show that during the past six months 154,827 British emigrants left the kingdom, of whom 110,935 went to the United States, 22,570 to British North America, and 14,110 to Australasia. The number during the first six months of 1887 was 146,617, being 78,657 English, 17,718 Scotch, and 50,242 Irish. Those of the last six months were—English, 86,519; Scotch, 20,813; and Irish, 47,695.

INTELLIGENCE has been received from Faulkner stating that the wreck of a large wooden vessel, believed to be the missing ship *Farragut*, was recently passed 1,200 miles from Calcutta. The *Farragut*, which has been missing a long time, was on a voyage from Calcutta to New York, under the command of Captain Hardwick, and had a crew of 22 men. The captain's wife and daughter were also on board.

WHEN news was received at Melbourne of the interruption of both the cables connecting Australasia with Europe, the Victorian Government, without attaching any political importance to the matter, decided that it was a good opportunity to test the efficiency of the Colonial defences. It consequently ordered the gun-boats to Albert Heads; the artillery and naval reserves were called out, and everything was held in readiness as it would be in the case of actual warfare.

A BOARD OF TRADE inquiry into the loss of the steamer *Stakesby*, 1,400 tons, of Whitby, which stranded in the Dardanelles, on May 20th, was concluded at Cardiff, on Monday. Evidence showed that upwards of £2,000 were paid to the Salvage Company to float the steamer off and patch her up, and that the mishap was due to the negligence of the chief officer. The Court adjudged the captain and second mate in fault, and suspended their certificates for six months and nine months respectively.

A COMPANY of American steamship owners who have examined Barrow and other places in search of a suitable port for the construction of docks on the western coast, have ultimately fixed upon Mostyn, at the estuary of the Dee. At low water there is depth of from six to 20 feet, and at high water from 40 to 46 feet; while the North-Western main line from Holyhead to London is within 300 yards of the proposed docks. The bar at the estuary of the Dee has between three and six feet more water over it than the Mersey.

MR. OWEN JONES, director of the Canadian-Pacific cable scheme, has arrived in San Francisco from Australia, en route for Montreal and London, in connection with the laying of a cable between Vancouver, Hawaii, the Fanning and Fiji Islands, New Zealand, and Australia. The total distance to be covered by cable is 6,800 miles, but the longest single stretch of submarine cable is not to be over 2,000 miles. The project, it is reported, has received the hearty approval of all the colonists, who are anxious for the prompt laying of the cable.

THE Board of Trade returns for June show that the imports for the month amounted to £30,478,854, being an increase of £2,923,637 compared with the same month last year. The exports amounted to £19,042,845, being an increase of £1,722,404 compared with last year. For the six months ended June 30th the imports amounted to £189,729,707, being an increase of £10,862,548 compared with the first half of last year. The exports for the same period amounted to £112,677,945, being an increase of £8,382,055 compared with last year.

A MEETING has just been held in Leith of ship owners and gentlemen interested in marine matters to confer with Colonel Hozier, secretary to Lloyd's, as to the best means of signalling vessels to Leith immediately on their entering the mouth of the Firth of Forth. Colonel Hozier said that Lloyd's were willing to erect a signal station, and no local subscriptions would be asked. Seeing ship-owners would receive benefit from such a station, it was proposed that they should have to pay a tariff for reports. Many places had been suggested for a station, but he thought St. Abb's Head would be the most suitable. Mr. Turnbull stated that the majority of the shipping people on the east coast were in favour of St. Abb's Head, but if two were to be erected, then Fifeness would be another suitable point. The charge would be 2s. 6d. for each report. The view of the meeting appeared to be that stations at the points mentioned would suit.

INTERNATIONAL CODE OF SIGNALS.

The following International Code Signals have been allotted by me to the undermentioned vessels during the week ended June 30th, 1888.

Signal Letters.	Name of Ship and Port of Registry, &c.	Tons.	Horse power
KSLN	Wileysike of Newcastle	1612	220
KSLV	Jessmore of Liverpool	1573	230
KSMD	Oswestry of West Hartlepool	1583	250
KSMG	Monarch of Weymouth	93	130
KSMN	Oporto of Liverpool	478	70
KSMP	Quito of Liverpool	652	93
KSMR	Freda of Liverpool	310	54
KSMV	Watergeus of Shanghai	685	97
KSNB	Kaifong of London	998	250
KSNF	Eudora of Dundee	1938	—
KSNH	Frankfort of Goole	651	150
KSPC	Rosario of Newport	801	110
KSPD	Maple Branch of Sunderland	1735	300

† Denotes steamers.

ROBERT JACKSON,
Registrar-General.

FURNISHED HOUSE.—Eight Rooms, with bath (hot and cold), within half-an-hour of the City, to Let for a few weeks; rent three guineas a week, including wages of an excellent servant; situated in a pleasant London suburb, with open country within a minute's walk. Only a careful tenant who can give good references need apply.—Address, House, care of Publisher, SEAFARING, 150, Minorities, London, E.

AGENTS WANTED FOR BENSON'S WATCH CLUBS, for the supply of the "LUDGATE" WATCH at £5 5s. An English Lever which now supersedes all others. Keeps better time, and is double the strength and value of any other watch made. Applications invited; particulars post free. J. W. BENSON, the Originator of the Club System 62 and 64, Ludgate Hill, London, E.C.

MUSIC.—A Gentleman of position desires to strongly recommend a young lady, who is an exceptionally gifted musician, and is a competent teacher of English, German, and junior French.—Address, S., care of SEAFARING, 150, Minorities, London, E.

OFFICIAL NOTICES.

CHARTS WHOLLY OR PARTIALLY RE-DRAWN.

BOARD OF TRADE MARINE DEPARTMENT,

16th June, 1888.

The following Admiralty Charts have recently been newly issued or so largely corrected as to render a new Chart desirable. The date of the alteration is notified in the centre of the bottom of the Chart.

NOTE.—Charts that have received such alterations as can usually be made by hand on the Charts in use, in agreement with the "Notices to Mariners," are not described in the list below. The date of such alteration is shown at the left-hand lower corner of the Chart.

Chart No.	Title of Chart.	Nature and Subject of Correction.
2682	Bristol Channel	New survey. May.
2565	England S. and W. Coasts: Trevose Head to Dodman Point	New Chart. May.
2307	Norway: Smølen to Sve Fiord	New survey, neighbourhood of Tarve Islands. April.
1073	France, North Coast: Dieppe	New Chart. April.
201	Gulfs of Venice and Trieste	Mouths of the Po, South of Port Fossone. May.
1522	Smyrna Harbour	Extensive corrections. May.
1086	Mediterranean: Gulf of Cassandra to Lemnos Island	New Charts. April.
1087	Do. Thaso Island to Dardanelles	New Chart. May.
1174	Africa, W. Coast: Bonny, New Calabar, and Sombreiro Rivers... ..	Extensive Corrections on E. Coast. May.
759	Madagascar	New Plans. Eeles Cove, Sherm Abu Amara Farat, Dolphin Cove, Mahommed Ghout (Baidib). May.
1109	Red Sea: Harbours and Anchorages... ..	New survey, neighbourhood of Parker Islands and Saddle Group. May.
1602	China, E. Coast: Approaches to Yang-Tse-Kiang	General corrections. May.
1199	Do. Kweshan Islands to the Yang-Tse-Kiang	New Chart. June.
863	Hudson Bay and Strait... ..	New Chart. June.
1165	Wales, South Coast: Tenby and Caldy Roads	New Chart. May.
1121	Norway, West Coast: Bergen	New Chart. June.
2031	Ceylon, E. Coast: from 7° 21' N., to Point Pedro	New Chart. May.
2761	Sumatra, W. Coast: Tyingkokh Bay to Sunda Strait	Coast line Bengkuntat to Northard and Mentawie Islands. May.
961	Sulu Sea: Basilan Channel	New survey, neighbourhood of Zamboangan. May.
1117	Anchorages in Russian Tartary and Saghalin Island	New Chart. June.
613	Australia, N. Coast: Melville Island, &c.	Clarence Strait and neighbourhood of Trepan Bay. March.
1030	Do. East Coast: Southern portion Great Sandy Strait	From South White Cliffs to Stewart Flats. March.
2349	Do. do. Magnetic Island to Double Point	Chart enlarged to include outer reefs and passages. March.
2121	New Guinea: Freshwater Bay to Round Head	From Yule Island to Liljeblad passage. January.
1111	South Pacific: Hao Island	Reef in entrance, and N.E. end of Lagoon. March.
1175	Do. Anchorages in Paumotu Group	New Chart. June.
2522	South America, Brazil: Santa Catharina Island to Rio de la Plata	From Carbonera Range to Jacuy River. June.
318	River St. Lawrence: The Traverses	New Chart. March.

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